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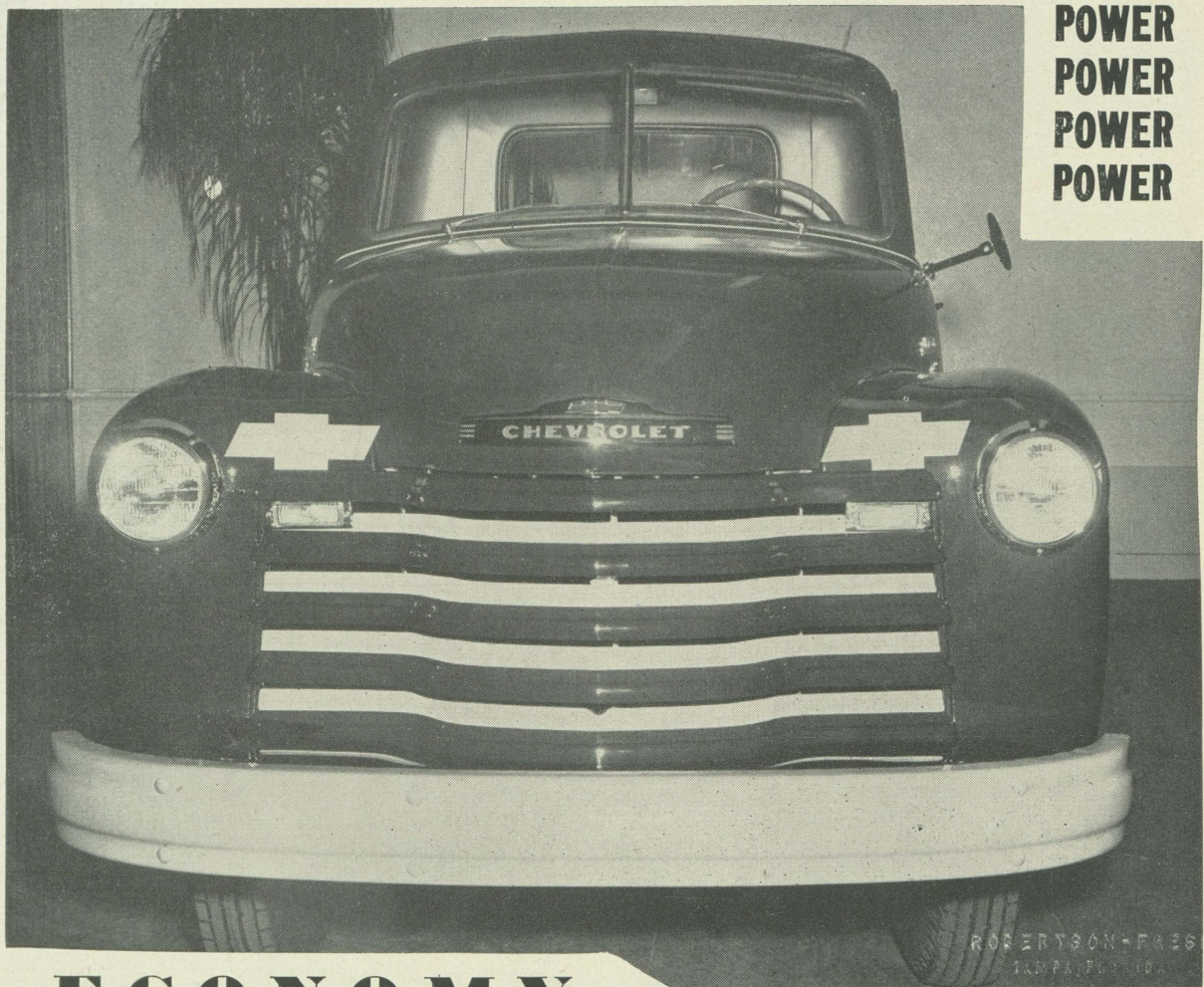
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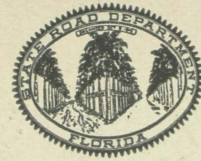
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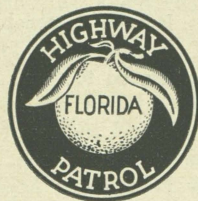
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Governor's Message



Governor Fuller Warren

Good evening, my friends and fellow citizens of Florida:

In last month's radio report, I took you on a behind-the-scenes tour of some of the agencies of State government, and told you of their activities for your benefit. Tonight, I want to discuss several subjects of varying nature, all of which point to one fact: 1950 is going to be another big year for Florida.

Yesterday in St. Petersburg one of the best and finest men in Florida was murdered. Charlie Schuh was one of my dearest friends. During two terms in the Legislature he rendered unselfish service to the entire State. Upon first learning of his death, I thought of cancelling this broadcast. But I talked to his bereaved father this morning, and he said he believed Charlie would want me to go on with it.

I am glad to be able to report to you progress. Business was never better in Florida. Most workers are earning more money. Building is booming. All of us are aware of this, to some degree, but the economists have nailed it down statistically. Economists say that bank debits provide the most reliable yardstick by which to measure a state's business strides. And Florida bank debits, as a basic barometer of business conditions, ballooned 11 percent during the first quarter of 1950 compared with the same period in 1949, which was a peak year.

New developments in agriculture and industry are strengthening Florida's sound and expanding economy. These two fields contribute around two-thirds of our annual income. The other third is derived, directly or indirectly, from tourists. So the tourist industry affects the pocketbooks of all of us. And that is why it is so important that we do everything in our power to encourage it. Competent authorities say that the tourist business brought approximately \$800,000,000 to our state last year. I believe it is pos-

sible to make tourism a billion-dollar industry in 1950!

The State Chamber of Commerce estimates that 4,700,000 tourists found rest, relaxation and recreation in Florida last year. This vast multitude who sought and found in Florida surcease from worry and bad weather exceeds by far the largest number of visitors who ever came to our state during any previous year.

My Administration is grateful to have had an humble part in this tremendous expansion of Florida's exceedingly profitable tourist industry. Last year, for the first time, the State Advertising Commission put on a hard-hitting campaign for summer tourists. Last fall the State Hotel Commission, in co-operation with the State Hotel Association, sponsored a tour of Florida by travel and resort editors of many of the nation's leading newspapers.

As a direct result of this tour of Florida, our state got vast and valuable free publicity in some of the biggest newspapers in the United States. It seems reasonable to assume that many of the new visitors to Florida last year were influenced to come here by the highly favorable news articles that were written by the travel and resort editors who came, saw and were convinced.

It was my privilege to have a personal part in this profitable program for attracting more winter and summer visitors to Florida. Last year, over New York City's municipal broadcasting station, I invited everybody in the whole state of New York and surrounding territory to come to Florida for a long or short visit. At Hialeah Race Track, on Flamingo Day, I had the pleasure of personally greeting a New Yorker I had invited to come to Florida for fun, frolic and fine food.

At the Southern Governors' Conference in Biloxi, Mississippi, which is quite a resort in its own right, I urged other Southern

Governors to urge their constituents to come to Florida for the winter or the summer, or both.

In a speech at Lebanon, Tennessee, last October, I advised several hundred shivering Tennesseans to come down to Florida and thaw out.

A few months ago, in Tampa, I told a multitude of baseball managers and magnates to please spread the word across the nation that in Florida people live longer and happier. The Sporting News, "the Bible of Baseball," carried my earnest little plea to nearly every inhabited place in the United States. Mr. Bill Cunningham, the great and gifted columnist of the Boston Herald and many other great newspapers, who was present at the Tampa baseball dinner, took up where I left off in my Tampa speech and went on to tell the nation that Florida was the nearest thing to heaven this side of the Celestial City itself.

When I catch up on the mountain of work here in Tallahassee, I am going to go North and West and tell the people to visit Florida and get a preview of paradise.

I have not only been doing my best to entice more tourists to Florida, but I have also been doing all I could to persuade Northern industrialists to locate industries in Florida, and out-of-state investors to invest their idle cash in a sure thing—Florida.

The Journal of Commerce, the Koran of the Capitalists, recently published a feature article by your Governor pointing out that risk capital took practically no risk at all when invested in Florida.

The American Banker, the only daily banking newspaper in the United States, recently front-paged a speech by your Governor to the Florida Bankers Association in which I extolled the economic soundness of Florida and pointed with pride to its tremendous progress.

I am glad to be able to tell you tonight

that I have been negotiating with a New York industrialist about investing approximately \$8,000,000 in a vast manufacturing plant in Florida. By my next monthly "Report to the People" I believe I'll be able to bring you the glad tidings that work will soon begin on this vast industrial enterprise.

At this point, let me thank my friends in Florida for the many invitations to speak at various gatherings over the state. I would like nothing better than to get around and talk to people. However, because the complexities of modern life make your government more and more complicated, the duties of my office require that I spend more and more time at my desk. I can get away from Tallahassee only occasionally, and I appreciate the understanding that has been shown by persons whose invitations I have had to decline with sincere regrets. I am forced to stay in Tallahassee most of the time, and utilize these monthly broadcasts to speak to all of you at once.

On another subject, one of the great industrial enterprises in Florida has signally recognized the efforts of this Administration to attract new industries and industrial payrolls to our state. The Florida Power & Light Company, which is headed by McGregor Smith, one of the most progressive and public-spirited men in the South, has put out a big advertisement featuring our efforts to promote the progress of this state.

To my knowledge, this is the first time that private enterprise has so recognized governmental leadership in Florida. It prompts me to this observation: Our great and profitable system of private enterprise, aided, encouraged and abetted by government, both State and Federal, is moving majestically to even higher heights of profit and public good.

Incidentally, the Florida Power & Light Company is the subject of an illustrated article that covers many pages of this month's Fortune magazine. As you know, Fortune is a magazine widely circulated among America's top-flight business and industrial executives—the people we want so much to reach with the message of Florida's industrial advantages. Thus, this acclaim for a Florida company really has its importance to all of us by evidencing the stable foundation on which this state's prosperity is built.

Now, back to the topic of advertising Florida. We must recognize the fact that competition among resort areas is getting much keener. I am reminded of this by a newspaper clipping I received a few days ago from a friend in Tucson, Arizona. The story was about a three-day convention of the Arizona Hotel Association, at which a "war" on Florida was plotted. The story quoted the association's president, a Mr. John A. Rockwell of Phoenix, as saying they had to do something—and I quote—"to offset damaging competition that has arisen from the tremendous advertising campaign of Florida." Unquote.

That's quite a compliment. But the "tremendous advertising campaign" of which Mr. Rockwell spoke doesn't involve great sums of money. Actually, Florida advertising expenditures have been greatly reduced in the past year because of lack of funds. The truth is: we've just got more to advertise than any other state, and we do it more effectively.

For example, a single advertisement placed in newspapers throughout the country early in January brought in more than 4,500 replies within three days after it appeared. March inquiries received by the Advertising Commission totaled 29,319, which was 4,500 more than the office received in March, 1949, and more than twice the number received in March, 1948. April inquiries are still running at the same high level, with indications that the same comparison will prevail.

The greater volume of inquiries, plus the fact that we haven't been spending as much money on advertising, can mean only one thing: the tourist business in Florida this summer will surpass that of last summer, which everyone agreed was the best summer season in Florida history.

We're pumping it a little more, too. In our desire to boost Florida as a year-round resort, the Advertising Commission has budgeted a total of \$73,935 for advertising and promotion between April and September of this year. Because the communities of West Florida and the upper East Coast, in particular, seek summer vacation business and draw largely from the Southeastern states, we have scheduled a strong program of vacation advertising to cover those areas. In our national advertising, we are co-operating closely with the transportation companies serving Florida and which are seeking to attract more summer business.

The response to our industrial and agricultural advertising also has been terrific. Only a few days ago I looked through the stack of inquiries that arrived in one mail delivery. They were from all over the United States—from Mamaroneck, New York; Akron, Ohio; from Normandy, Missouri; Plymouth, Michigan; Burlington, Vermont, and Cape Girardeau, Missouri, to mention just a few.

A man in Jenkintown, Pennsylvania, wrote that he was interested in starting a mill supply business in Florida, and asked for information. A Galion, Ohio, man sought suggestions for investing between \$10,000 and \$20,000 in a man's clothing store business between Ft. Pierce and Daytona. A young lady from Brooklyn wanted to open a toy store in a new community in Florida.

As you can well understand, such inquiries often require considerable research to answer. However, we regard every one of these people as potential friend, customer, investor and permanent resident of Florida. Every possible effort is made to answer each letter courteously and completely.

Your State Administration is not overlooking a bet to bring new settlers to Florida.

Every agency under my direction keeps an eye on that major objective. The State Road Department designs every project with tourist traffic in mind. As a specific example, there is the \$42,000,000 expressway and bridge project in Jacksonville, on which the initial contract was let earlier this month. This project, while a great blessing to Duval County, also will break the arterial traffic bottleneck that clouds Jacksonville's title of being Florida's "Gateway City" and thus benefit the rest of the state, particularly the East Coast. For development of the lower West Coast, there is the Pinellas-Manatee bridge across Tampa Bay, on which plans are well-advanced.

Permit me to give you another illustration of our concern for the tourist industry. The State Aviation Division, about which the general public hears little, is engaged in a campaign to acquaint the nation's flying enthusiasts with Florida's unparalleled flying weather. The division's audience is the more than one-half million airmen in the rest of the country—all potential visitors.

State Aviation Director Wally Schanz, who is known personally by hundreds of out-of-state fliers, also is embarking on a project to make Florida the best air-marked state in the nation, thus contributing to the safety of all who go aloft whether in commercial or private planes.

Florida once enjoyed the distinction of being the best air-marked state, but the markers were obliterated for security reasons during the war. More than 260 such markers—which indicate the direction of airports, point North and give latitude and longitude—already have been re-painted on roofs west of the Apalachicola River. Last week the State Budget Commission released \$9,000 to paint 300 more such markers elsewhere in the state, the money coming from the mileage tax paid by commercial airlines for the right to travel over Florida.

Speaking of releases, I suppose all of you know that the Budget Commission has been able to release an additional \$2,374,000 for the public school system. This brought the minimum school foundation fund payments to within 5 percent of the full amount appropriated by the 1949 Legislature. It was made possible by savings and economies effected by all departments of State government, and by an unexpected increase in revenue from sources other than the limited sales tax.

That we are able to come so close to providing the money for the full appropriation for the schools is nothing short of astounding. I say it is astounding in view of the fact that, prior to enactment of the limited sales tax, the State Treasury faced a deficit of \$55,000,000 for the current two fiscal years. The biennial appropriation for the schools alone totals nearly \$99,800,000. We're coming within 5 percent of meeting the full appropriation for the schools, which some people thought we could never do.

(Turn to Page 33)

Olustee Battlefield . . .



Olustee Battlefield, U. S. Highway No. 90, three miles east of Olustee, commemorates the Battle of Olustee, the greatest battle of the War Between the States in Florida. Federal Forces were routed by Confederate Forces, on February 20, 1864.

By

Dorothy Dodd

Archivist, Florida State Library

(Editor's Note: Olustee Battlefield is one of the numerous historic sites and monuments which were placed under the jurisdiction of the Florida Board of Parks and Historic Memorials, a State Agency, on July 1, 1949.)

The Battle of Olustee (Ocean Pond), February 20, 1864, was the major engagement of the Civil War in Florida. The campaign that culminated in the battle began when General Q. A. Gillmore sent a Federal expedition from Hilton Head, South Carolina, to occupy Jacksonville for a third time. The general objectives were to break up communications between East and West Florida, thus depriving the Confederacy of large quantities of food supplies drawn from East and South Florida; to procure for Northern use Florida cotton, turpentine and timber; to

obtain recruits for Negro regiments; and to induce Unionists in East Florida to organize a loyal state government.

The expedition landed on February 7 under the command of General Truman A. Seymour. The next day Federal raiders fanned out from Jacksonville, meeting little opposition. On February 9 they took Baldwin, the junction of the railroads from Fernandina to Cedar Keys and from Jacksonville to Tallahassee. There they seized supplies worth half a million dollars. By February 11 their cavalry had penetrated to within three miles of Lake City but, after a sharp skirmish with hastily entrenched Confederates, withdrew to Sanderson.

The Confederates encountered near Lake City were under the command of General Joseph Finegan. At the time of the invasion, his forces numbered scarcely 1,200

men widely scattered over East Florida. Upon learning of Seymour's landing, he called for reinforcements, which were sent from Middle Florida and Georgia and concentrated near Lake City. The only natural defensive features of the country, which was flat and covered by open pine forests, were numerous lakes and streams. On February 13, General Finegan selected a position near Olustee Station that offered a maximum natural protection and began defensive works along a line from Ocean Pond on the left to a small pond south of the railroad on the right. The position was strong if attacked directly from the front, but could be readily turned.

The Federals, meanwhile, hesitated as to the course they should take. General Gillmore had given instructions that Union troops should not advance in force beyond Barbers at the Little St. Marys River. Somewhat inexplicably, therefore, General Seymour decided on February 17 that he would move against Lake City, meet the enemy there, and push his cavalry westward to destroy the railroad bridge over the Suwannee River. With this end in view, on February 19 he concentrated the main body of his troops at the Little St. Marys and at Sanderson.

The Federal force consisted of one cavalry and three infantry brigades and three batteries of artillery. Its effective strength was 5,500 officers and men and sixteen guns. About one-third were Negro troops, the white soldiers being mainly from New York, Connecticut, New Hampshire and Massachusetts. The Confederate force, two-thirds of whom were Georgians, consisted of one cavalry and two infantry brigades and three batteries, with an effective strength of 5,200 officers and men and twelve guns. The opposing forces, therefore, were about equal in number, except that the Federals had an advantage in artillery of four guns.

Early on the morning of February 20, the Federals set out in two columns. One advanced down the sandy road, the other along the railroad. The day was clear, and warm with the sunlight that poured through the pines. Dust from the feet of marching men formed a haze of gleaming motes between the tall trees. As the columns neared Olustee, a regiment was sent ahead to throw out skirmishers.

About an hour before noon, General Finegan sent forward his cavalry and supporting infantry with orders to skirmish with the enemy and draw them to the prepared Confederate position. Deciding, however, that General Seymour would be too cautious to attack directly a position that could be turned, he soon abandoned the idea of enticing the Federals to his line. About 12:30 P. M. he sent forward three regiments under General A. H. Colquitt with instructions to attack whatever force was met and to

ask for assistance if needed. The result of this decision was that the battle was fought on an open field with no advantage of ground to either side.

The Confederate cavalry made contact with the advance Union elements about 12:30 P.M. For an hour and a half the Federal skirmish line advanced steadily, keeping up a running fire with the cavalry. The latter fell back to the crossing of the road and railroad, two and a quarter miles east of Olustee, where General Colquitt's troops were encountered. The main body of Federal troops followed slowly and advanced on the field in columns of brigades. Soon the sharp crackle of rifles and the dull thud of cannon, as they sent their balls crashing through the pine trees, indicated that the battle had fairly begun.

The Confederate line was formed with cavalry on each flank and infantry in the center. Seymour's plan was to place his three artillery batteries in the center, with attacking infantry on each side. While attempting to deploy into position, the Federal infantry became confused and prevented effective use of their own artillery. Under tremendous fire from the Confederates, the batteries lost so many men and animals that they were forced to abandon their position, leaving six of their guns which were captured by the advancing Confederates. These events were critical, and though the Federal infantry rallied and fought gallantly, they were not able to stem the Confederate advance.

Late in the afternoon the Confederates ran out of ammunition. The regiments were halted and the few who had cartridges returned a slow fire to the brisk bombardment from the other side. Staff officers, couriers, and orderlies rode at utmost speed between the front and an ammunition car on the railroad in the rear, bringing cartridges in haversacks, pockets, and caps to the men in the line. Ammunition and the last troops held back near Olustee arrived about the same time, and a general advance caused the Federals to withdraw, leaving their dead and wounded behind.

Olustee was a bloody field. Confederate casualties were 93 killed, 847 wounded, and 6 missing. The Union losses were so great—203 killed, 1152 wounded, and 506 missing—that in Federal camps the battle was spoken of as a second Dade Massacre.

The Confederates failed to gather the full fruits of their victory by pressing the pursuit of the retreating Federals. Following slowly, within six days they pushed their lines to within a dozen miles of Jacksonville. For the remainder of the war, Union forces were confined to Jacksonville, Fernandina, and St. Augustine, from which places an occasional raiding party slipped out to harass the country.

Jacksonville Superhighway . . .



Chairman Alfred A. McKethan of the State Road Department tells more than 100 Jacksonville citizens gathered at a luncheon that Duval County's superhighway project became a reality with the receipt of bids for preliminary construction on the Arlington Bridge. Brown Whatley (right), chairman of the highway committee of the Jacksonville Chamber of Commerce, presided at the luncheon and introduced the speaker. Others seated are, left to right, State Sen. John E. Matthews, host at the luncheon honoring the road board and J. Glover Taylor, District 2 representative on the board.

The program for construction of the much discussed \$41,000,000 Jacksonville-Duval County Expressway System is now underway. The project is becoming more than plans on paper and in the minds of men. It is a reality. On April 10 the contract was let for construction of the first unit, Arlington Bridge over the St. Johns River, to the George D. Auchter Company of Jacksonville for \$330,982.

Preliminary arrangements for financing the project have been made and an organization for direction of the acquisition of rights of way has been set up in Jacksonville under the supervision of Robert O. Ghiotto, attorney of the State Road Department, and E. F. Bellows, one of the experienced right of way agents of the Department.

Chairman Alfred A. McKethan reported on the progress which has been made on the project to the people of Duval County at a luncheon given in his honor in Jacksonville, April 10, by State Senator John E. Matthews. Since the project is of such great import and

significance not only to its immediate area but to the state as a whole, the text of Chairman McKethan's address should be made available to all concerned. His report follows.

Text of McKethan's Speech

Upon the inauguration of the present administration in January of 1949 Governor Warren advised that the construction of the Jacksonville Expressway System, including construction of two additional bridges over the St. Johns River, a viaduct over the railroad tracks near the Union Station, and an additional bridge over Trout River, together with the necessary connecting express ways, would be one of the chief objectives to be accomplished during his term of office. He urged that this program be gotten underway without delay.

At the outset we were confronted with the fact that the general plan had been presented and discussed, but the routes and locations had not been designated and we had no estimate of costs based upon scientific studies and investigation. In other words, a lot of talking had been done but nothing definite had been accomplished.

It was proposed that the program be financed partly from the sale of bonds to be issued by the Florida State Improvement Commission, the proceeds of the bond issue to be turned over to the State Road Depart-

ment as agent of the Improvement Commission for the construction of the system under an arrangement whereby the bonds would be payable from the surplus gasoline taxes that accrue to the Road Department for expenditure in Duval County, and from tolls on the two additional bridges to be constructed over the St. Johns River; the balance of the financing to be met by contributions by the Federal Bureau of Public Roads and contributions to be made by the Road Department from the four cents per gallon of gasoline tax payable to the Department.

When the Legislature of 1949 convened the State Road Department had determined the locations of the bridges, the viaduct and the connecting expressways. The sixth bill to become law in this session was Chapter 25002 which determined and fixed the location of the bridges and expressways. The location of the bridges and expressways as determined by the Legislature is as follows:

Section 1. That the following named and designated roads or streets in Duval County, each herein designated an established, as State roads and forming a part of the connecting system of State roads of the State of Florida;

Sub-section 1. Beginning in the city of Jacksonville, Florida, at the intersection of State Street and the vicinity of Lee Street and Davis Street; thence in a southwesterly direction across the Myrtle Avenue underpass; thence continuing southwesterly to the intersection of Forest Street in the vicinity of Ernest Street and Dellwood Street; thence southwesterly between Ernest Street and Dellwood Street to the vicinity of Gilmore Street and Riverside Park; thence southeasterly along the vicinity of Gilmore Street to the west bank of the St. Johns River; thence across the St. Johns River to the east bank of the St. Johns River in the vicinity of Gary Street; thence southeasterly along the vicinity of Gary Street across San Marco Boulevard, Larue Street, Lisbon Street and Flagler Street to the vicinity of Nira Street; thence southeasterly along the vicinity of Nira Street across the Florida East Coast Railroad, Naldo Avenue, Hendricks Avenue, Kings Avenue, and Mingo Street to the vicinity of Alabama Avenue and Truman Avenue; thence southeasterly between Alabama Avenue and Truman Avenue to Atlantic Boulevard; thence southerly across Olevia Street and Bertha Street to connect with Philips Highway (United States Highway No. One—State Road No. 5 or St. Augustine Road in the vicinity of Mitchell Avenue).

Sub-section 2. Beginning at the intersection of Main Street and Miami Road; thence southerly in the vicinity of the Florida East Coast Railroad; thence southeasterly and parallel to the Florida East Coast Railroad to the intersection of Kings Avenue (State Road Number Five).

Sub-section 4. Beginning at the intersec-

tion of Philips Highway (United State Highway Number One) between Mitchel Avenue and John Street; thence northeasterly and northerly along Stevens Street to an intersection with Atlantic Boulevard (State Road Number A1A).

Sub-section 5. Beginning in the vicinity of State Street, Lee Street and Davis Street in the City of Jacksonville, Florida; thence in a northerly and northeasterly direction across Moncrief Creek and Trout River to an intersection with Main Street (State Road Number Five—United States Highway Number 17) at a point in the vicinity of Jacksonville Airport.

Sub-section 6. Beginning at an intersection in the vicinity of Twenty-first and Main Streets; thence in a westerly direction along the vicinity of Twenty-first Street to an intersection with State Road Number 15—United States Highway Number One.

Sub-section 7. Beginning in the vicinity of State Street, Lee Street and Davis Street in the City of Jacksonville, Florida; thence easterly along the vicinity of State Street to an intersection with Union Street in the vicinity of Washington Street.

Sub-section 8. Beginning at an intersection in the vicinity of Gilmore Street and Riverside Park; thence westerly in the vicinity of College Street and Post Street to Edgewood Avenue; thence northwesterly along the vicinity of Edgewood Avenue to Lake City Road (State Road Number 10—United States Highway Number 90).

Sub-section 9. Beginning at an intersection in the City of Jacksonville, Florida, of Twenty-first Street and Main Street; thence easterly along Twenty-first Street to the vicinity of Haines Street; thence southerly along the vicinity of Haines Street to the vicinity of Albert Street; thence easterly along the vicinity of Albert Street and Hill Street to the west bank of the St. Johns River; thence easterly to the east bank of the St. Johns River to the community known as Clifton; thence easterly to and across Chaseville Road, Arlington Road, Alderman Road, Mill Creek Road and Gilmore Heights Road to an intersection with Atlantic Boulevard (State Road Number A1A).

Sub-section 10. Beginning near the vicinity of Mill Creek Road and the northeast corner of Section 24, Township 2 South, Range 27 east, thence southerly to an intersection with Atlantic Boulevard (State Road Number A1A), thence southerly to Beach Boulevard (State Road Number 212), thence southerly to Philips Highway (United States Highway Number One)—State Road Number Five.

Sub-section 11. Beginning at the intersection of Main Street and Beaver Street, thence easterly along the vicinity of Beaver Street to an intersection in the vicinity of Georgia Street, thence continuing easterly between Beaver Street and Albert Street to the vicinity of Haines Street.

Sub-section 12. Beginning at an intersection in the City of Jacksonville in the vi-

cinity of Union and Washington Streets, thence in a southeasterly direction to the easterly prolongation of Beaver Street.

Sub-section 13. Beginning at an intersection near the vicinity of Eighth Street and Haines Street, thence westerly along the vicinity of Eighth Street to the vicinity of Davis Street and Lee Street.

Section 2. That the roads designated herein shall be appropriately numbered by the State Road Department and shall be entitled to receive all the rights and privileges of other designated State roads.

Section 3. That the State Road Department, and the officials constituting the same, be and they are hereby granted full right and authority, solely within their discretion, upon surveys being had and taken of the routes of said roads and bridges mentioned in Section One hereof to alter or change the routes of said roads and bridges between said designated terminals and to determine and fix the lines and locations of routes thereof away from the terminals designated herein but within the vicinity of such terminals as may be necessary and practical.

While under this act of the Legislature the termini of the bridges cannot be changed, the Road Department is given certain latitude in the selection of the routes of the connecting expressways so that property values along the lines specifically designated would not soar to unreasonable amounts. Upon the recommendation of this administration the Legislature also authorized the investment during construction of the system of the proceeds derived from the sale of bonds and this it is estimated will save at least a million dollars. Upon the recommendation of the administration, the Legislature authorized the borrowing of the necessary funds from the Reconstruction Finance Corporation or other governmental agency in the event private financing cannot be obtained. Also upon recommendation of this administration the Legislature authorized the State Road Department and/or Improvement Commission to operate toll bridges independently of the Railroad Commission's jurisdiction or control. Without this legislation the financing of the two bridges over St. Johns River would have been rendered difficult if not impossible.

Immediately following the adjournment of the Legislature engineers were employed to determine the types of construction and to make estimates of the costs. This was a gigantic task that required several months to perform.

After the types of construction and estimates of the costs had been secured, permits had to be secured from the United States Army Engineers for the construction of the bridges over the navigable waters. All of this has required time and could not be accomplished by merely pushing a button.

Following the securing of the permits for the construction of the bridges, negotiations were commenced with the Federal Bureau of Public Roads to obtain its approval of the

plan so as to permit a Federal participation, and negotiations were also inaugurated to secure from the Federal Bureau of Public Roads financial assistance. The Bureau of Public Roads approved the plan, and after much negotiation agreed that it would participate in the financing of the system to the extent that Federal fund allocations to the State would make possible. The State Road Department agreed to contribute from its general funds and from Federal allocations to the State the sum of \$13,818,000.

The County Commissioners of Duval County then consented to the pledging of the surplus gasoline taxes that will accrue to the Road Department for expenditure in Duval County in an amount that will, when supplemented by tolls on the two additional bridges over the St. Johns River, be sufficient to meet an issue of bonds of \$28,000,000. The contribution from the Road Department of \$13,818,000 and the proceeds of the bond issue of \$28,000,000 will total \$41,818,000, which it is estimated will be the total cost of the construction of the system.

After the contributions by the various agencies had been agreed upon it was then necessary to set up the proposed \$28,000,000 bond issue in accordance with the requirements of the State Board of Administration (the State Board of Administration being the agency upon which devolves the responsibility of approving the fiscal and legal soundness of the bond issue) and in accordance with the requirements of the bond market and the New York bond marketing attorneys. In this connection no fiscal agency has been secured, which has resulted in the saving of a substantial sum of money. We have undertaken to investigate personally the requirements of the bond market, and in this connection have sought all available information, including information that we have been able to obtain locally and through contacts with the New York bond houses and New York financial institutions.

The attorneys for the Road Department and of the Improvement Commission have undertaken to set up the proposed bond issue to meet the requirements of the marketing attorneys and the bond market, such as segregation of the proceeds of the bond issue from other State funds in the State Treasury, the setting up of a segregated sinking fund in the State Treasury that will also meet with the requirement of the State Treasurer and State Comptroller, provisions for the retirement of bonds, etc. The New York marketing attorneys also required an agreement from the State Road Department to complete the system with its own funds if bond proceeds proved inadequate, and also to bear all the expenses of maintenance and expense of collection of tolls. This proposed setup of the proposed bond issue has been turned over by the attorneys of the Road Department and of the Improvement Commission to the New York marketing attorneys, and

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Governor's Day Celebration . . .

Over 6,000 persons attended the first annual Governor's Day celebration in Okeechobee April 15. The purpose of the occasion was two-fold—to honor Governor Fuller Warren and the accomplishments of his administration and to commemorate the first meeting on flood control in South and Central Florida from which a \$208,000,000 water conservation and flood control program has developed. Also honored were the members of the Governing Board of the Central and South Florida Flood Control District and their assistants.

The gala week-end program was arranged under the direction of Ammon McClellan, Okeechobee newspaper publisher, who also was master of ceremonies. Festivities included a parade preceding the ceremony, speeches by the Governor and other dignitaries, a fish fry, a catfish-skinning contest, a rodeo, a concert by Negro spiritual singers, and a street dance Saturday night. Sunday there was a morning regatta at the Yacht Pier and a rodeo at Stuart in the afternoon. At the fish fry Saturday the crowd consumed nearly four tons of catfish, 4,000 pounds of barbecued beef and pork, and seven washtubs of baked beans.

Mrs. Fuller Warren, the gracious and attractive first lady of our state, unveiled the plaque which commemorates the meeting October 6, 1947, in the County Courthouse attended by some three hundred citizens representing seventeen South and Central Florida counties. From this meeting has evolved the present flood control program so vital to the economic development of this area, and so necessary for the protection of lives and property.

The welcome address was delivered by Mayor H. H. Raulerson and the Rev. Mr. Bruce Flora gave the invocation. R. B. Meserve outlined the holiday program. Col. Richard W. Pearson, District U. S. Engineer from Jacksonville, in speaking of the flood control project, said that his staff "is already ready to sit down around the table with you folks to discuss flood control problems."

Flood control legislation in the State was discussed by B. Elliott, Speaker-designate of the House of Representatives. Congressmen J. Hardin Peterson and Dwight L. Rogers, both of whom have been active in obtaining federal funds for the program, also spoke. Motor Vehicle Commissioner Arch Livingston discussed the Governor's Safety Program.

Major addresses were delivered by Governor Warren; Alfred A. McKethan, chairman of the State Road Department, and Allen Grazier, chairman of the State Advisory Council on Education.

Announcement was made by Governor Warren of a project under consideration which, if carried out, will mean much as a tourist attraction to the Lake Okeechobee area. The Governor and the State Road Department have discussed the feasibility of constructing a scenic highway around Lake Okeechobee on the levee surrounding the Lake. He stated that, although he was confident that when and if such a project was completed he would not be Governor, he was sure the audience would not forget that the idea was presented at this occasion.

He expressed his gratitude to the persons responsible for the celebration in his honor and stated that "this is one of the most enjoyable days I have had since May 26, 1948."

Governor Warren reported the accomplishments of the present administration in all governmental departments. He stated that the credit for the progress of the state during the past fifteen months should be given to the people of Florida for their cooperation and support and for sending capable men as their representatives in the Legislature.

Much has been done, but much remains to be done, the Governor said. Some problems appear formidable, he stated, but he expressed confidence that "they can be overcome by the joint efforts of your Administration and the Legislature working in harmony toward a common goal."

The Governor traced the develop-

ment of the \$208,000,000 flood control program and enumerated the benefits which will be derived from it. The project will result in the saving of thousands of human lives and the reduction of flood damage to homes, crops, lands, and animals. It will provide a greater area for utilization as farm and pasture land.

He stressed the importance to the state's progress of federal aid in all fields, including welfare, education, health, and highway programs. Federal funds for the flood control program alone amount to \$171,000,000. It is essential that county, state, and national agencies work together in order to attain the greatest achievements possible.

Chairman McKethan reported on the Road Department's accomplishments during the present administration, the problems confronting the department and the methods employed toward eliminating them, and present and future construction plans of the Department. Particularly did he praise Governor Warren for his work with the Department, saying that "his deep insight into the highway needs and their importance in our overall economy, his ability and that of the Road Board to work harmoniously with the legislators, and his confidence in and loyalty to his Road Board, has accounted for the success of the road program."

During 1949 improvements were completed on approximately 800 miles of roads and over 8,000 feet of bridges involving an expenditure in excess of \$15,000,000, he said. At the end of last year there were projects underway covering 562 miles of roads and 13,000 feet of bridges at an estimated cost of \$10,000,000.

The construction budget for 1950 includes 596 jobs at an estimated cost of \$61,900,000. At the present time 40 percent of these projects are either underway or ready for contract. Jobs are underway in 64 counties and the other three will see work begin almost immediately, the Chairman said.

The goal of the Road Department

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Speaking Briefly . . .

State Road Department Chairman Alfred A. McKethan is arousing public interest throughout the state in Florida's highway program as he addresses various civic, professional, and business groups. Florida's highway systems can meet the demands of highway users only if these demands originate from an interested public thoroughly informed of the situation confronting the Road Department. Chairman McKethan is endeavoring to promote this necessary interest and to enlighten the citizens of our state concerning highway problems and needs in order that they will actively cooperate with the Department, as it works to provide adequate highways over the entire state.

During recent months the Chairman has spoken before varied audiences of highway planners, builders, and users. The County Commissioners of the 67 counties of Florida, a group which, through its cooperation with the Department in adopting the Secondary Roads Program presented by the SRD, is to a great extent responsible for the comprehensive program set up for secondary roads in the state, were addressed by the Chairman at the State Association of County Commissioners conclave in March. Chairman McKethan expressed his deep appreciation to the County Commissioners for their cooperation with the Department in setting up an integrated Secondary Road Program.

Members of the State Chamber of Commerce, at their March meeting in Orlando, were informed by Chairman McKethan of the complexities involved in the operation of the State Road Department and of their opportunity to inform others of these methods of operation and of future highway plans. Those present at this meeting were representative of the civic-minded, progressive citizens who can be influential in aiding the Road Department to provide adequate highways for the people of Florida.

At the convention of the Florida Engineering Society held in Tallahassee during April the men most directly concerned with the translation of highway plans into actual construction were told of Florida's future highway aims and of the vital role they would play in the fulfillment of these aims. The Chairman praised the members of the engineering profession for the part they have played in the advancement of civilization through the ages.

In Jacksonville the Chairman reported to interested citizens of that area the progress which has been made to date on the Jacksonville-Duval County Expressway System, a project of vital importance to the economic and industrial development not only of that section but of the entire state.

In Okeechobee, April 15, at the first annual Governor's Day celebration, Chairman McKethan reported to the people of the state the operations of the Road Department for 1949, discussing the obstacles which had confronted the Department, the work which has been done toward the elimination of these bottlenecks, the present budget, and the future plans for highways of the state. He also paid tribute to Governor Warren for his "fine assistance,

guidance, cooperation, and support" in enabling the Road Department to accomplish what it has to date.

The Chairman has also addressed various civic organizations, including the Kiwanis Club of Palatka, the Rotary Club of Chattahoochee, and representatives of five Kiwanis Clubs at a District Meeting in Brooksville. Members of these organizations, he says, are in a position not only to become informed themselves of the needs and future plans for Florida highways but also to aid in informing others of these important facts.

Throughout these addresses a major theme is evident—construction and maintenance of Florida highways is Big Business and proper operation of this highway Big Business necessitates the expenditure of vast amounts of money. Therefore, adequate highway facilities, justly desired and expected by highway users, will become available only as funds for construction and maintenance of these facilities become available.

Although the 1950 budget of \$79,000,000 is the largest in the history of the Department, its inadequacy for meeting even present needs is clearly evident when one realizes the great expenditure which should be made for rehabilitation of old roads and construction of new ones. Over \$400,000,000 expenditure for the Primary System alone would be required to meet standards recommended by the American Association of State Highway Officials. An additional \$400,000,000 would be required for rehabilitation of roads not on the Primary System.

However, the Department has adopted the policy of doing "first things first." Programming for expansion and improvement of our highway systems is being developed in accordance with this policy.

The State Road Department is determined to operate on a current financial basis. The 1950 budget was set up on a realistic basis and includes only those projects of which initiation during this year was reasonably assured. The Department, together with county, city, and other state officials, is striving diligently to provide adequate highways throughout the state. This goal cannot be attained in a year nor even perhaps in decade, but the State Road Department feels that with the continued cooperation of all concerned, such as has been evidenced in the past, great progress can and will be made during this administration.

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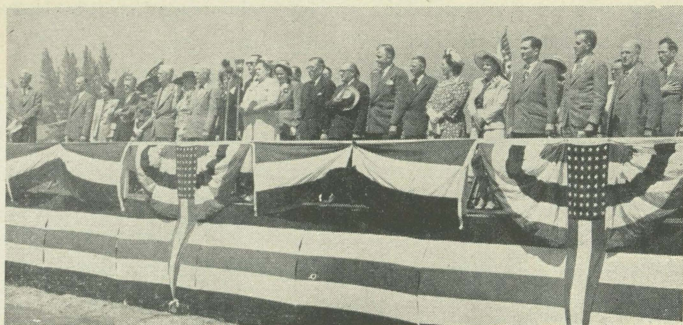
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Pepper Park . . .



Dedication of Pepper Park, April, 1950.

The dedication and opening, April 8, of Pepper Park, named in honor of Florida's senior Senator Claude Pepper, represents the completion of the 35th link in the chain of state-owned Wayside Parks provided for the relaxation and recreation of the travelers on Florida's highways. Pepper Park is located on State Road A1A at North Beach near Fort Pierce in St. Lucie County and is dedicated for all time to the enjoyment and health of all visitors to and residents of this area. It is the result of twelve years of organization, planning, and construction. The 42-acre site named Pepper Park in 1941, was formerly a Coast Guard station. It was acquired by St. Lucie County from the federal government, and eight acres of the tract was deeded to the State Road Department for development as a wayside park.

Facilities of the Park include numerous picnic tables and shelters and outdoor ovens, lavatory facilities, drinking water, and adequate parking areas. Native shrubs, evergreens, and palms enhance the beauty of the coastal spot.

Senator Pepper, who delivered the major address at the dedication before an estimated crowd of 3,500, termed the park "a splendid example of federal, state, local, and private cooperation; the culmination of the dreams and vision of many hard-working, civic-minded persons." He praised highly the State Road Department, the Chamber of Commerce, the County Commission, the city government, the Coast Guard, the Department of Interior, and the U. S. Park Service for their cooperation in translating the idea of Pepper Park into reality. Particular tribute was paid to Guy Stovall, who was in charge of the construction of the park.

The Senator expressed the hope that additional funds would be provided by the legislature so that the developed area might later be expanded to include the entire site, which includes 1400 acres.

In closing, Senator Pepper congratulated the people of that area in the State on their friendly and cooperative spirit which is helping to make Florida the fastest growing state in the nation.

As representative of the County Commission, Commis-

sioner Robert L. Griffin made an acceptance speech in which he lauded the State Road Department, state and national officials for their cooperation with the County Commission and the Chamber of Commerce in enabling them to attain the fulfillment of their desire—Pepper Park.

County Judge Flem C. Dame, president of the Chamber of Commerce, presided over the ceremony and music was furnished by the Fort Pierce and Okeechobee High School bands. Mrs. Margaret Quesse, chairman of the Beach Park Committee, unveiled the plaque which commemorates the occasion. W. H. Boyd, a past president of the Chamber of Commerce, spoke on the history of the project, stressing the idea that its completion came as a result of teamwork. Other speakers included Congressman Dwight L. Rogers; Merrill P. Barber, member of the State Road Department Board from the Fourth District; C. Raymond Vinten of the U. S. Park Service; Ammon McClellan; D. H. Saunders, St. Lucie County Representative, who introduced the visiting dignitaries; and Attorney General Richard Ervin, who introduced Senator Pepper.

Others seated on the speaker's platform were Mrs. Claude Pepper, Senator and Mrs. Evans Crary, Judge and



Pepper Park at Ft. Pierce

Mrs. Lester M. Merriman, Mr. and Mrs. Joe S. Earman, Alex MacWilliam, Representative from Indian River County; Mayor and Mrs. Frank Fee, County Commission Chairman and Mrs. Lane Jennings, Commissioners Robert Lennard, J. B. Brewer, and M. A. Patrick, Mrs. Rogers, and Mrs. Boyd.

We know a man who spent so much on his girl he finally had to marry her for his money.

A smart man buys his wife such fine china she won't trust him to wipe dishes.

Tallahassee May Day . . .



1949 May Queen and her court.

By Blanche McKnight

For many centuries and in many lands, May Day has been observed with customs and characteristics of the times and the people. But nowhere in the United States has this annual festival dedicated to Spring and Childhood been presented over such a long period as in Tallahassee, capital of Florida. This year Tallahassee celebrated its 115th Annual May Party.

Legend has it that the English settlers who came to northwestern Florida in the mid-eighteenth century introduced this age-old festival of merrymaking, dancing and flowers, the first week in May. The custom lapsed after Spain regained control of Florida in 1783, but was revived by pioneers of Florida's territorial capital.

Except for those trying days during the War Between the States when all available cloth was consumed by bandages and military uniforms, a May Day fete has been held yearly in Florida's capital since 1835.

The Tallahassee celebration is unique not only because it has been held so long, but because it has been staged under the same tree for more than a century. Again, the programs, through the years, have been diversified and most unusual.

Bygone days have come to life—from ancient Rome to King Arthur's Round Table, from the war cry of the speeding Valkyries to a Viking Spring, from the Ireland of witches and elves, to Robin Hood and his merry men. Gaily-costumed children, likewise, have portrayed in pantomime, song and dance, scenes and characters from our own pioneer days to the picturesque pageantry of the Deep South, and from the gay '90's to Springtime in the twentieth century, epitomized by "Blossom Time in Tallahassee."

From a small beginning, in which a handful of youngsters took part and the queen was selected by the group of

ladies in charge, the festival has grown in magnitude and magnificence until today around 200 school children of all ages participate, and practically the entire populace of the city attends. In addition, large numbers of tourists returning to their Northern and Midwestern homes via the Gulf Coast Highway, from south and central Florida, stop over for the celebration.

And Tallahasseeans, today, just as their English forbears of yesterday, make of the event a real community celebration. Nowadays it is usually combined with field sports. Young and old, rich and poor share equal enjoyment. Business houses close, and the city assumes a holiday spirit and garb. The Governor and his staff have often attended en masse.

The democratic spirit of the fete is further exemplified by the story of the little ragged urchin who came one year to the May Party in a faded and tattered calico dress and her mother's large black straw hat, carrying a bunch of wild daisies in her arms. Greeted by one of the ladies in charge, the waif said, "I don't have no money or ticket, but I brought these flowers to get in." The little girl was given a front seat, and all the ice cream and cake she could eat; and it was impressed upon her that the May Party was for everybody.

Through the years active management of the fete has passed from one group to another, but since 1934 the Leon High School has had complete charge, the queen and her attendants being elected from the senior class by popular vote.

In preparation for the big event the teachers are assisted by members of parent teacher associations, by garden clubs, and even by business men of the town; for such an affair calls for a stupendous amount of time, work and interest, plus weeks of careful rehearsing of the students.

The site of the May Day celebration is as traditional as the event itself. For in this lovely old Southern town where colleges and antebellum homes are more noted than plush hotels, and huge live oaks grow to majestic size, there stands one larger than all the rest, known as the Tallahassee May Oak. Under its spreading branches May queens have been crowned for over one-hundred years.

This oak, believed to be over one thousand years old, is located in the center of the city in what was formerly the midway Green. The ancient tree is at least five feet in diameter and its moss-draped branches have a spread of from 75 to 125 feet. Once its branches covered a much greater area, but the north and south limbs were snapped off during the great hurricane of 1896. This aged, honored oak, perhaps, receives more careful nursing and surgery than any other tree in Florida. In the early years it was protected and preserved by the well-known Lewis family who donated to the City the park land upon which the old oak stands.

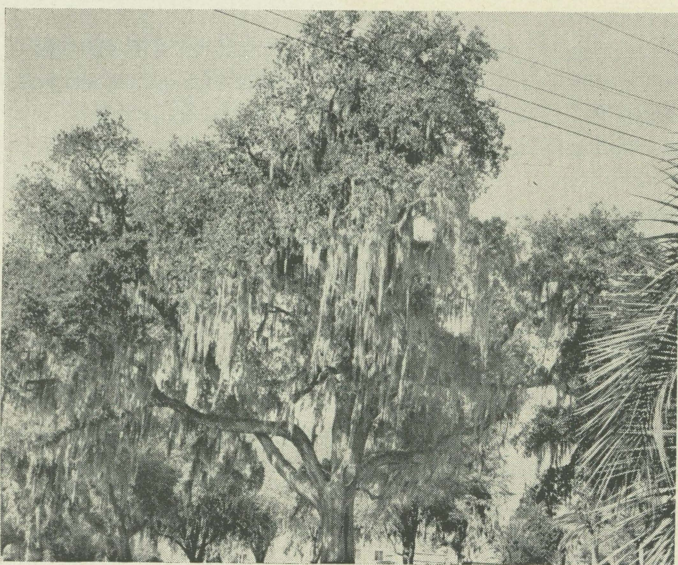
Tradition has it that important ceremonial rites of the Seminole Indians were performed beneath a Tallahassee

(Turn Page)

tree; and so, perhaps, the May Oak is the selfsame tree under which the two commissioners, charged with the selection of a site for Florida's capital, met the Seminole chiefs, Neamathala and Chefixico, in 1823, to ask permission to establish a "Florida Council House," near by.

The word Tallahassee is of Creek derivation, meaning literally "old town," but is frequently translated "old fields," from the Seminoles abandoned fields, and the new capital took its name from the Tallahassee Seminoles who occupied the area at the time Florida's capital was selected.

May queens have been crowned on both sides of the May Oak, but the western side has come to be the accepted one. This is probably due to the fact that in the



May oak looking from the northeast corner toward the telephone company building.

late afternoon when the event is staged the setting sun casts a soft glow over the scene as happy children dance around the Maypole to the music of fresh pastoral airs, weaving designs of light and shadows across the green grass, and patterns of bright color around the Maypole. And just as the slanting rays of the departing sun cast their shadows over the tree tops, a bugle corps announces the arrival of the May queen and her court, who march in measured steps to the platform erected beneath the Oak. Here they take their assembled places to await the crowning of the queen and the fulfillment of the program.

Next to her wedding day, to be crowned "Queen of the May," is probably the most important event in the life of the Tallahassee girl and often culminates in a real romance. There are social functions which precede and follow the festival. On the other hand the May Party has been known to nip romances in the bud. Take the case of the College Miss who was dating a young man about town. On the day of the party she discovered that her ardent suitor was none other than the "King of the May" procession and a high school student. Then and there the dating ceased.

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Tallahassee's oldest living May Queen is Mrs. C. B. Gwynn, the former Mamie Wilson, who was May Queen in 1884. Although this dainty little lady has reached the sunset of life and her eyesight is failing fast, she rarely misses a May Day fete. She attended the party both this year and last.

Most May Day observances in the United States follow the same general pattern, year after year, of crowning a queen and dancing around the Maypole; but the celebration at Tallahassee consists of different programs each year (there have been a few repeats).

In the early days there were elaborate pageants with attendants representing Night, Day, the Sun, the Moon, or Seasons, and smaller children taking the part of fairies, brownies and flowers.

Around the turn of the century the program took the spectators back to the days of knights and folk heroes. In 1903 a ring tournament was held. Every body in town tried to beg, borrow, or steal a horse to enter in the contest. Attending this Party were several Tallahassee oldsters who had galloped to the races and tournaments north of town on their blooded horses back in the opulent antebellum days. Their elegantly dressed ladies, in bombazines and velvets, were drawn in fine carriages and landaus, with liveried coachmen and appointments of gold and silver. Greeted with smiles from the fair ladies and cheers from the assembled crowds, the men tilted at rings suspended from arches, seeking to take as many rings as possible, in a given time. To the victorious "knight" went

the honor of designating his choice as "Queen of Love and Beauty." In performing this gallant act he advanced to the gallery, bearing upon his lance an artistically wrought crown of flowers with which he decorated his maiden's brow.

But by far the most popular idea in the past two decades has been historical, honoring the Deep South with its charm and tradition. When "Gone With the Wind" was at its peak of popularity, a "May Day in the Old South," with a negro chorus, a slave dance and belles of Civil War days, in elegant hoopskirts of rich brocades, was presented.

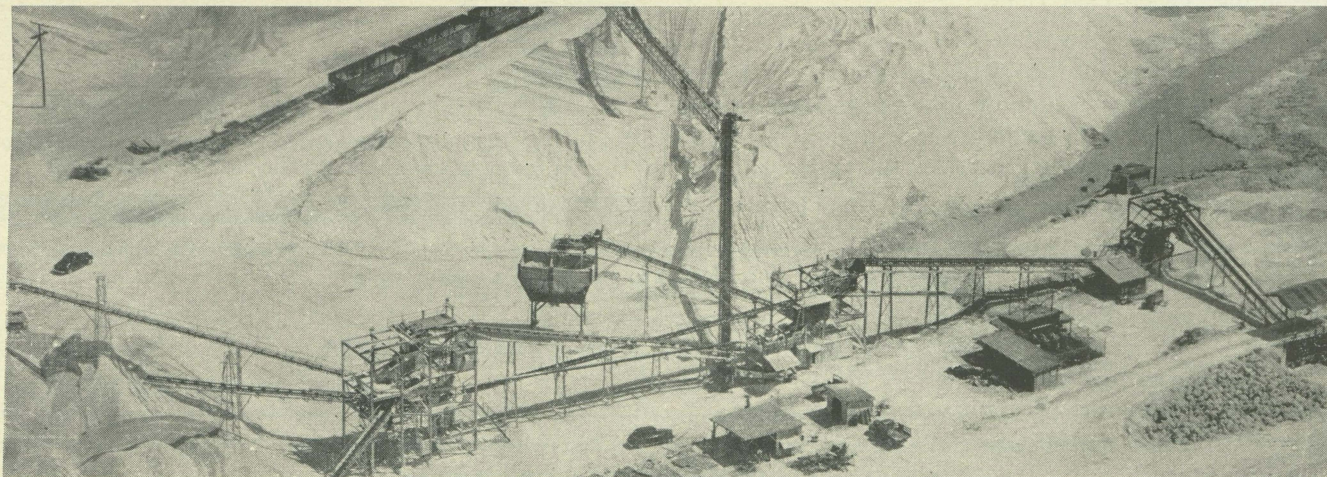
The late war had its effect on May Day, too. In 1942, the first May Day after Pearl Harbor, a Pan-American theme was carried out by a glee club's rendition of Spanish-American song hits, and by the rhumba, tango and conga.

The next year it was May Day the United Nation's Way. A band opened with songs of several of our allies, and performers entertained with Chinese, Swedish, Italian and Czechoslovakian dances and songs.

Last year the music of the immortal Stephen Foster provided the theme. It was fitting that a program be dedicated to the memory of Stephen Foster, for his "Old Folks at Home," is Florida's official melody.

This year a pageant entitled "The Turn of the Century," was presented, and the attendants, dressed in the costumes of their particular periods, portrayed in pantomime, song and dance the decades from 1900 to 1950.

The May Day celebration in Tallahassee, and elsewhere



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in our land, is directly traceable to England, but the origin of May Day goes back to antiquity. According to an ancient Roman chronicle, "When the flowers appear in the fields and the time of the singing of the birds is come (let a great day be set aside) to celebrate sports and floral play in honor of Flora the goddess of Flowers of Spring." However, Flora, or her compeer, was the object of religious ceremonies among the Phoenicians, Germanics and other early peoples long before the Romans, in 238 B. C., instituted a feast in her honor, called the Floralia, or Floral Games.

Undoubtedly the Romans, who occupied Great Britain for four or five centuries, introduced this festival there, where, ever since, people of all classes have "gone-a-May-ing," to gather flowers and greens for their wreaths, and to bring home the Maypole. Yet, there, too, the idea had an even earlier root, for ancient Druids had conducted a somewhat similar festival in honor of their sun god, Baal or Bel.

May Day observances in this country were slow in taking hold, due largely to the fact that the straight-laced Puritans objected to the May Day customs. There is the instance of the Massachusetts Governor who led a company of Puritans in 1660 to a place called Merrymount where a Maypole had been erected by a group of light-hearted colonists. The Governor chopped down the Maypole, forbade its further use, and named the place Mount Dagon after the idol of the Philistines that fell before the Ark.

This bit of curious history is related by Nathaniel Hawthorne in his "Twice-Told Tales."

Despite opposition the May Day idea spread in this country, and, although the symbolic character of the celebration is no longer generally recognized, some of the practices do date back to ancient times.

The still familiar custom, observed by young girls in some parts of the East of hanging flower-laden baskets on

the doorknobs of homes of playmates, grew out of an ancient practice designed to keep away evil spirits from the house or barn thus protected, as well as to greet the coming of Spring.

And in some countries, even our own rural United States, no doubt young ladies still arise with the dawn to wash their faces in the morning dew so that they may enhance

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their complexions and make themselves more fair.

But, on the whole, May Day observances in the United States are merely springtime sports.

With its stately processions, gay and colorful pageantry, its music and dancing, the May Day festival is not only one of the prettiest of our outdoor fetes, but it is one of the most democratic.

May Day links the modern days to the customs of the early colonists. It likewise affords everyone an opportunity to rejoice in the beauty of the spring and in the joys of childhood, as set forth nearly three hundred years ago by Robert Herrick in his beautiful poem, "Come, Corinna, Let's Go a-Maying," and later by Tennyson in his rhythmical lyric, "The May Queen," which every school child loves.

Adherence to this beautiful old custom is one of the reasons why Tallahassee has managed not to sacrifice to the bustling present the dignified charm of its ancient heritage.

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Al Baumberger Part Owner Of Terrace Hotel

Reprinted from The Lakeland Ledger,
Sunday, April 30, 1950.

James L. Ewell, owner of the Lakeland Terrace Hotel, announced yesterday that Albert R. Baumberger will be associated with him as part owner and general manager of the hotel, beginning tomorrow.



EWELL

Douglas Thompson, manager of the Terrace for the past three years, will continue to be associated in the management of the hotel with Baumberger in an executive capacity, Ewell said.

A native of Louisville, Ky., Baumberger managed outstanding hotels in Memphis, Atlanta, New Orleans, Birmingham and Mobile before coming to Lakeland. He assumed management of the New Florida on Feb. 1, 1937, and continued in that capacity under five different owners.



The Lakeland Terrace Hotel is only one of many enterprises operated by Ewell, a general contractor, who came to Lakeland in 1925. He owns the Ewell Lumber and Supply Company; the Ewell Engineering and Contracting Company, a road construction firm; the J. L. Ewell Construction Company, specializing in commercial buildings; a real estate division for handling the properties of his various companies; Biltwell, Inc., a home construction firm; and the Polk County Mack Sales Company, which sells and services Mack trucks in Polk, Highlands, Hardee and DeSoto counties.

Ewell is dealer for Transit-Mix concrete, operating one of the largest businesses in this section of the state. He is building a housing project just off the old Tampa highway to provide homes for the employees of his various firms.

At present Ewell is in charge of constructing a 13,000-seat addition to the football stadium at the University of Florida in Gainesville. He also is building the first unit of levies and canals in the flood control project for the Everglades. It includes a six-mile-long canal, 20 feet deep and 80 feet wide, which has to be cut out of solid rock.

Renovation

A number of rooms at the Terrace will be completely renovated this summer, Ewell announced, the work to include the installation of new and modern furniture and new carpets. Within the next 12 months a new banquet hall with a seating capacity of 150 persons will be provided at the hotel, he said.

Guests of the New Florida Hotel honored Baumberger by presenting him a gold watch at a farewell party in his honor. They gave Mrs. Baumberger an imported crystal glass vase embellished with silver, filled with American Beauty roses.

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SUPERHIGHWAY

(Continued)

final drafts of the instruments are expected almost any day. Upon the approval by the bond marketing attorneys the Improvement Commission will undertake proceedings providing for the bond issue. The bonds will then be validated without delay by the Circuit and Supreme Courts.

In the meantime, in order to avoid delay, the State Road Department has set up in its budget \$1,100,000 to be used in the acquisition of the rights of way and for the payment of construction costs, pending the sale of the bonds.

(1) The bids for the first unit on the Arlington Bridge were received by the Road Department at the letting held in Jacksonville today. the apparent low bidder being —Duval Engineering and Contracting Company for \$330,982.

An organization for the direction of the purchase and acquisition of the rights of way and other activities connected with this project has been set up in Jacksonville under the direction of Robert O. Ghiotto, attorney of the Road Department, and Mr. E. F. Bellows, one of the Department's experienced right of way agents. Mr. Ghiotto's office is in the Graham Building, and the field office for the right of way agent and engineers is located in the Consolidated Building.

Negotiations are now under way for the acquisition of the rights of way. Numerous pieces of right of way have already been secured. Much right of way will have to be secured by condemnation through the courts, and condemnation proceedings are now under way. The condemnations are being conducted under the direction of Mr. J. Henry Blount, County Attorney of Duval County.

The program involves the coordination of many agencies. In order to get these various agencies together numerous trips have had to be made to New York, Washington, and Jacksonville. We have received the full and complete cooperation of Governor Warren, members of the Improvement Commission and their attorneys, members of the Road Department and their attorneys, the State Board of Administration, the Legislature, the Federal Bureau of Public Roads, the Board of County Commissioners of Duval County, officials of the City of Jacksonville, and officials of the Jacksonville Chamber of Commerce. Without the cooperation of all it would have been impossible to have accomplished the program.

The program involves not only the construction of the three bridges and the viaduct, but it also involves the acquisition of approximately 41 miles of right of way, all of which is either in the City of Jacksonville or in the congested areas immediately adjoining the city. All of the arterial highway system will be widened to meet the traffic conditions. It is estimated by the County Attorney of Duval County that it will be

necessary to acquire about 6,000 parcels of real estate. Each parcel will involve a separate negotiation. Parcels that cannot be acquired by negotiation will have to be acquired by condemnation through the courts. This program is, so far as I have been able to ascertain, the largest program that has ever been undertaken in the southeast. It is probably one of the largest programs of its kind ever to be undertaken in any part of the country. The program is now under way. It is a reality.

I may say in conclusion that no project of this magnitude could have been undertaken by the State Road Department, or the State Improvement Commission, unless the people in the locality affected desired the improvement. No such program could have been undertaken if there were sharp conflicts of opinion in the locality concerning the necessity for such improvements. The fact that your community, as represented by your local officials and your local road commit-

tees, presented a united front, made it easier for us to undertake this program. In all such movements there must be of necessity, some who assume leadership and carry the ball. It is fortunate that you have had such leadership in your community and have been able to eliminate sharp conflicting opinions, and present a united front.

I wish to repeat, the project is now a reality. The first unit was let to contractors this morning.

WASHINGTON, D. C.—Installations of street lights in cities of the 100,000 to 200,000 class were reported on a slight decrease, The Street and Traffic Safety Lighting Bureau reports. In view of the fact that a large percentage of the 32,000 yearly accident deaths could have been prevented by adequately lighting only 10 per cent of the cities streets, this situation should be corrected.

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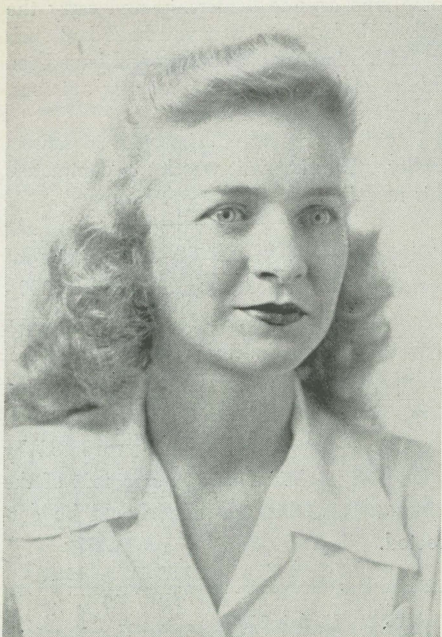
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Information Service



Miss Shirley V. Rodgers, director of Information Service.

Florida's Information House, dedicated November 4, 1949 by Governor Warren to closer, warmer and better relations with the rest of the United States, is certainly serving its purpose well, if statistics are a just indication. More than 15,000 persons traveling in over 5,000 automobiles have visited the state-owned tourist information center during the first five months of its operation, according to a report made by Miss Shirley Rodgers, director of Information Service, at a recent State Road Department Board meeting in Jacksonville.

The modernistic center, located on U. S. Highway 17 a few miles north of Yulee on the Georgia-Florida line, is indeed a welcoming spot for the Florida tourist. The building itself rests picturesquely on rolling lawns dotted with Florida's ever-popular palm trees. Adjoining the center is one of the state's numerous wayside parks complete with picnic shelters and cooking facilities.

Since the opening of the Welcome House the number of visitors has increased steadily (except during December) until a peak was reached in February of 1,446 cars and 3,791 people. Since then, as expected, the number has slowly decreased. Every state in the nation has been represented.

New York leads the list with 1,256 cars or 33 percent of the total number of cars stopping. New Jersey, Massachusetts, Pennsylvania, and Connecticut, respectively, follow in order of the largest number of cars stopping.

The smallest representation has been from Arizona, Arkansas, Idaho, Oklahoma, Oregon, Utah, and Wyoming with two cars each.

Visitors from fourteen foreign countries, including Denmark, Israel, South Africa, and Sweden, have utilized facilities of the center. Canadian representatives were more numerous than those from any other country except the United States, as should be expected.

The principal destinations of the visitors, other than those who were making a tour of the state as a whole, were the Miami-Miami Beach area, the Sarasota-Tampa Bay area, Daytona Beach, Key West, and Jacksonville.

The center is open daily from 9 a.m. to 6 p.m. Hostesses are present at all times to welcome visitors and answer questions concerning the state. They also mark maps with the most pleasant routes to their destinations. The hostesses, who were chosen for their vast knowledge of the state and their vivacious personalities, are, in addition to Miss Rodgers, Miss Margaret Flynn and Miss Nancy Lefholz.

Maps and pamphlets from all portions of the state, as well as pictorial folders for mailing, are available to the visitors and free orange juice is served them. Approximately five gallons of juice is consumed daily and

about 25,000 folders have been mailed.

Since there is but one such center at the present time and the highways leading into the state are so numerous, available figures cannot be considered representative of the number of tourists coming to the state. However, these figures may be taken as an indication of the vast number of persons who would be served by the construction of similar projects on all major entrances to the state. Requests for such construction on every main highway leading into Florida have been received by the Road Department and the Road Board is now considering these requests.

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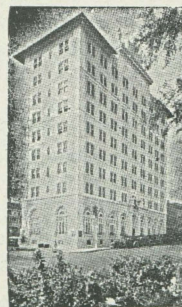
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Imperial Polk County . . .



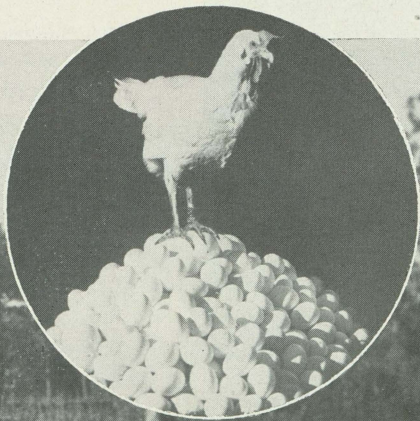
Farming

Almost anything grows in Imperial Polk County and farming pays big dividends.

Sales of vegetables and fruits, exclusive of citrus, are annually far in excess of a million dollars in Polk County. Fertile soil and favorable weather, plus modern and scientific farming methods, put Polk in the top bracket of farm producing counties of Florida.

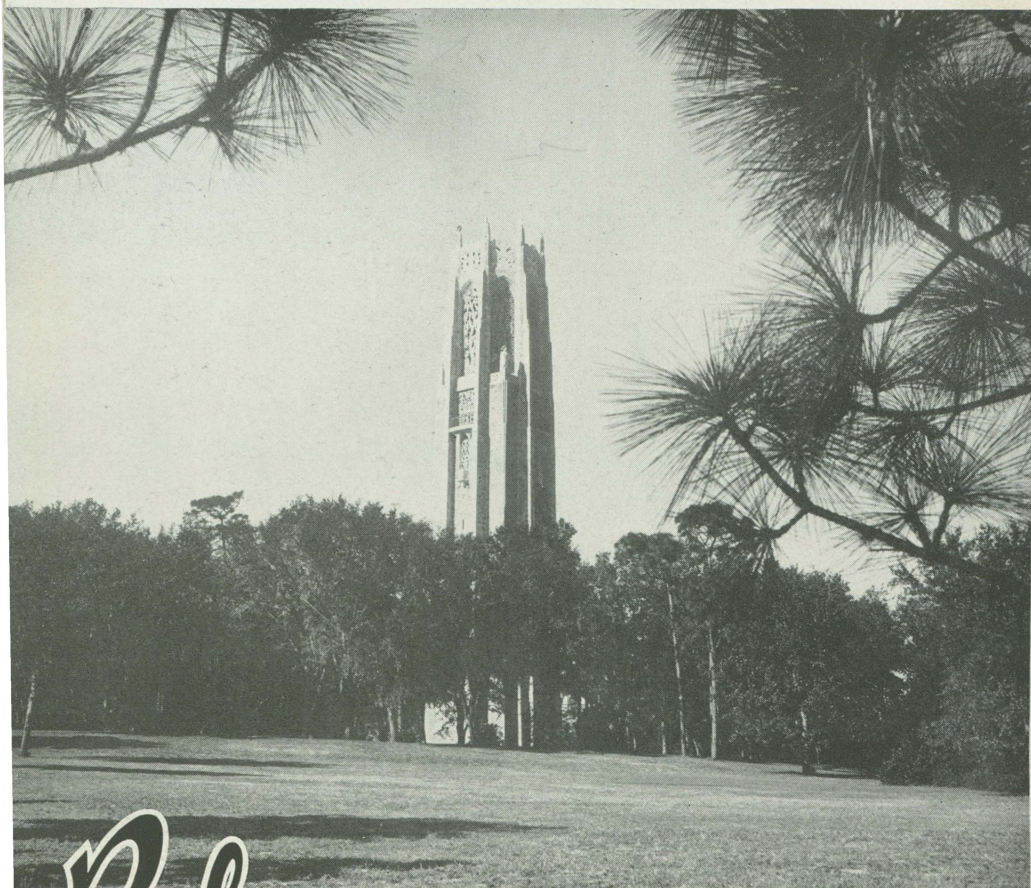
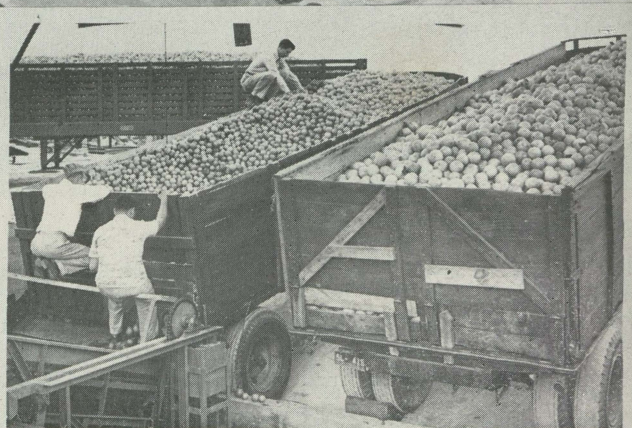
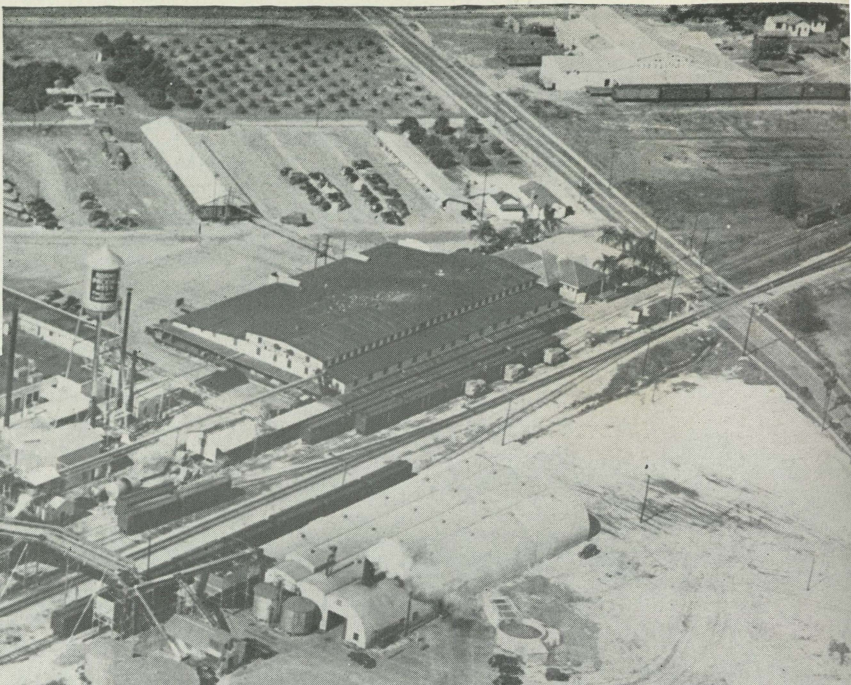
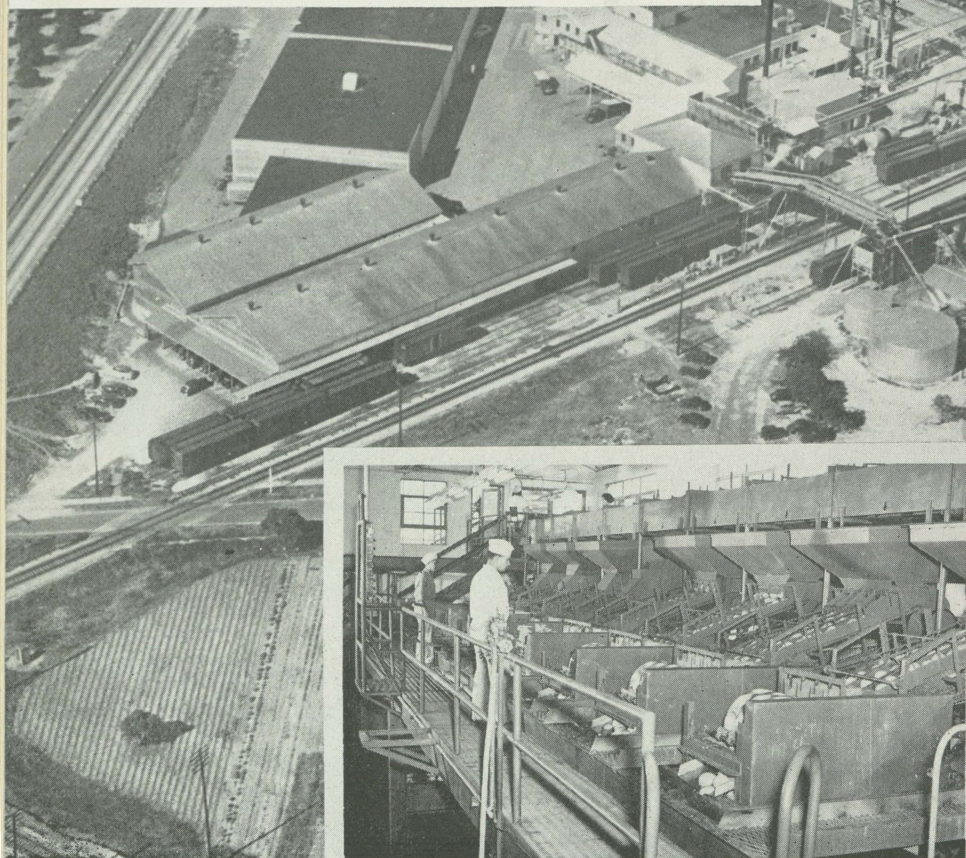
Crops are many and diversified, and include beans, cabbage, cucumbers, peppers, tomatoes, potatoes, corn, peas, strawberries, watermelons, and many others.

Poultry raising is an extremely profitable enterprise in Polk County, and goes hand in hand with farming. Egg production is uniformly high and the poultry raiser in Polk finds a ready market in nearby cities and towns.



Imperial Polk County . . .

Huge citrus canning plants like the one pictured on this page annually pack in Polk County a total of more than 20 million cases of citrus fruits and juices. All are models of efficiency and spotlessly clean.



POLK COUNTY has a population of approximately 130,000 and ranks fifth in Florida.

POLK COUNTY annually produces 30 million boxes of citrus fruits, one third of the state's total.

POLK COUNTY is the phosphate center of the U. S.—producing 68 percent of the U. S. output of this important mineral.

POLK COUNTY boasts more than 5,000 farms whose annual production of vegetables and fruits (other than citrus) tops the million dollar mark, placing Polk in the top bracket of agricultural counties of the state.

POLK COUNTY boasts hundreds of industries, both large and small. With ideal working conditions, no labor troubles, and a friendly atmosphere, these industries are all thriving.

POLK COUNTY has an estimated 100,000 head of beef cattle and ranks as one of the leaders in the industry in Florida.

POLK COUNTY has 120 public schools, two outstanding colleges, and hundreds of fine churches.

Polk TOWER



Cattle raising is big business in Imperial Polk County. The annual income from sale of beef cattle has passed the million mark and the industry continues to grow steadily. It is estimated today there are 100,000 head of cattle in Polk.

Principal factors in the growth of the industry have been improvement of herds with pure-bred stock and the development of better pastures.

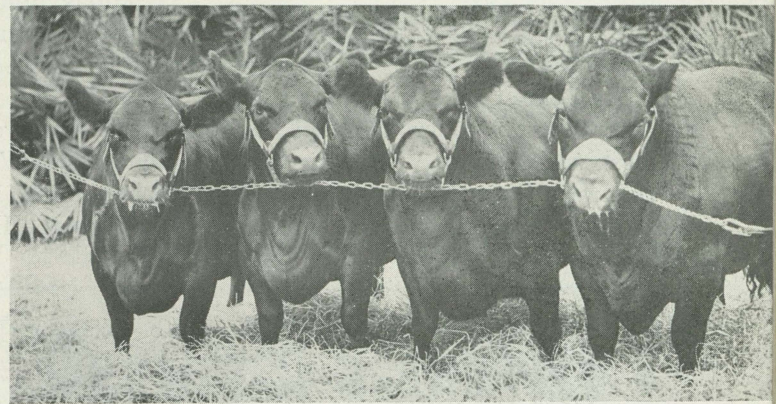
In addition to beef cattle, the county has several thousand head of dairy cattle. This industry is also being rapidly developed.

Many different breeds of cattle will be found in pastures all over Polk County, as the pictures on this page indicate. These include such famous strains as Hereford, Brahman and Aberdeen Angus.

The new era in phosphat mining in Polk County has resulted in the construction of several modern processing plants like the one pictured below.

These streamlined, "push-button" plants are the result of years of scientific research and study by the phosphate companies in their concerted effort to conserve phosphate resources.

It has been estimated that Polk County has approximately five billion tons of unmined phosphat rock. The current annual production in Polk is approximately six million long tons.

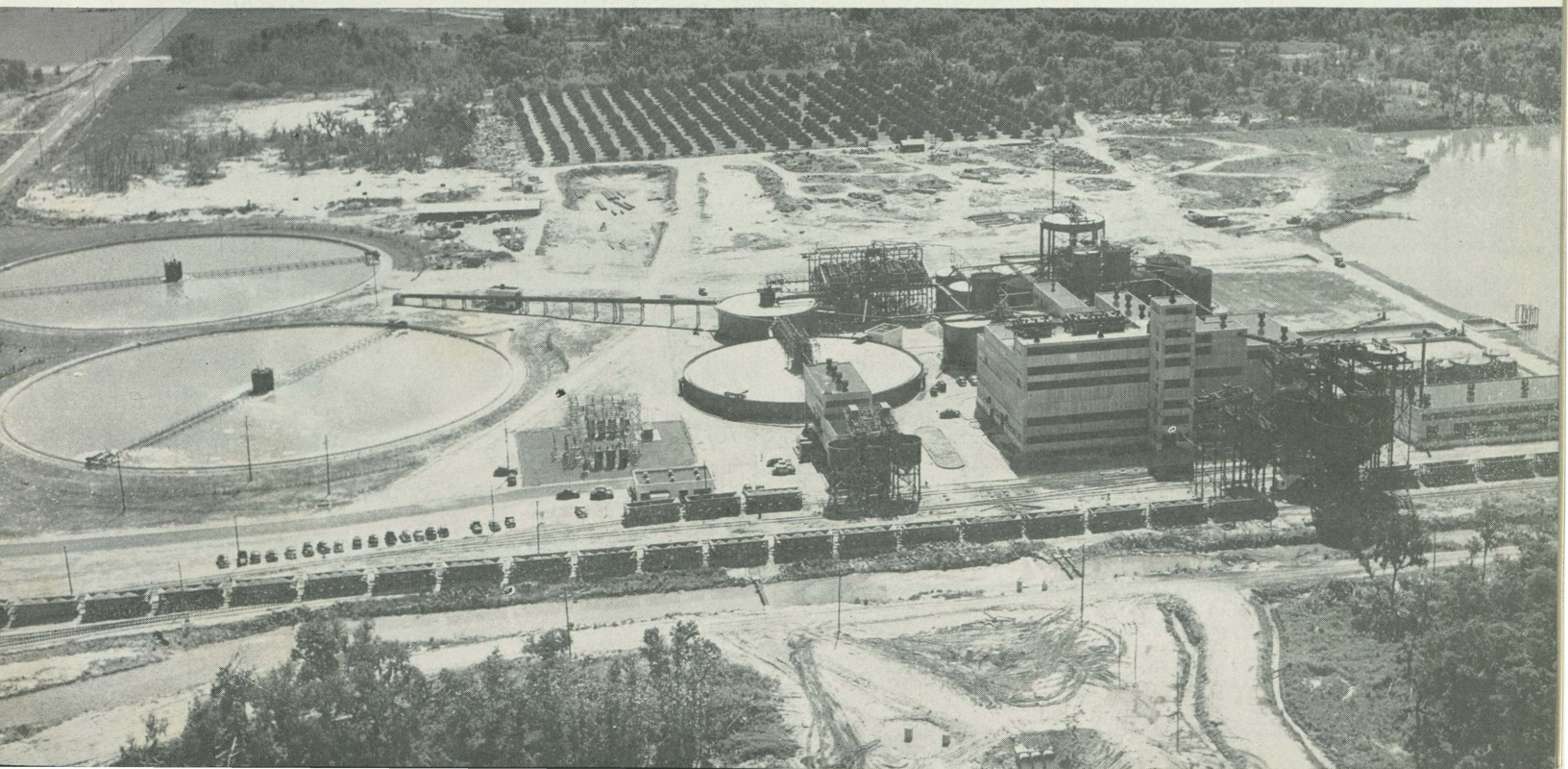


POLK COUNTY has the highest point in Florida—Iron Mountain in the Ridge section being 324 feet above sea level.

POLK COUNTY boasts two of the outstanding attractions for visitors in the United States—Bok Tower, the famous carillon; and Cypress Gardens, America's tropical wonderland.

POLK COUNTY has more than 1,500 miles of paved roads, many up-to-date airports, and is served by the main lines of two major railroads.

POLK COUNTY is located in the center of Florida—within easy driving distance of both Atlantic and Gulf Coasts and the many tourist attractions in the sunshine State.



GOVERNOR'S DAY

(Continued)

for 1950 is "the completion of every Secondary Road job that is set up, or the exhaustion of funds available for these jobs, and the initiation of every Primary job scheduled."

During the next three years the Road Department anticipates the expenditure of around \$37,000,000 for Secondary Roads and more than \$130,000,000 for Primary Roads. Chairman McKethan emphasized the importance of cooperation not only of local officials, County Commissioners, and legislators, but also that of State Departments and agencies with the Road Department, if this unprecedented highway improvement program is to be carried out. He expressed his appreciation for this cooperation in the past and said that he was confident it would continue.

Mr. Grazier paid tribute to the Governor of our state for his conscientious work in behalf of the public school system in Florida. Grazier said, "No public official anywhere today is more

a friend of public schools than is he (Warren)."

Point by point, Grazier reviewed the Warren record on education:

1. Public school expenditures in Florida were increased by the 1947 Legislature from about \$14,000,000 annually to \$40,000,000, without levying any new taxes to meet this tremendous appropriation. When Governor Warren took office, school expenditures, under the minimum foundation program, had increased further—to almost \$50,000,000 a year. This financial demand by the people of Florida for the best possible school system was met, in large measure, by the Warren Administration's cooperation with the 1949 Legislature.

2. When Warren took office, capital outlay funds desperately needed by many counties for their school plants were being withheld by the state through various technicalities. With consent of the State Board of Education, Warren ordered these technicalities waived, because, as Grazier said, "His only thought was to

keep the youngsters in school—they didn't create or understand the technicalities."

3. For a time it was necessary for the state to withhold 10 percent of the legislative appropriations to state agencies because of deficiencies in revenues. As revenues increased, and as various economies were effected, more money became available. It was Governor Warren who urged the Cabinet to adopt the policy of giving priority to the school system in the release of funds until the full school appropriation has been met.

4. Some of the school bills passed by the 1949 Legislature, mostly of local application, were inconsistent with the overall good of the school system. Governor Warren vetoed such legislation in—again quoting Grazier—"a broad and strict sense of faithfulness to public trust, in intelligent understanding, and in integrity." In the same way, Warren's Administration gave vigorous support to all desirable school legislation.

5. Warren personally has support-

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ed the Southern Regional Education plan begun during former Governor Caldwell's administration. Influenced by no consideration other than the best interests of public education, Warren appointed Caldwell to continue in charge of Florida's participation in the plan.

6. In his enthusiasm for the state's institutions of higher learning, Governor Warren has appointed to the Board of Control men with the highest type of professional and business ex-

perience and educational background available in Florida.

In looking over this record, Florida's parents and children, and their youngsters, will long have cause to remember Fuller Warren with thanks and pride.

CLEVELAND, O.—In a campaign carried on recently to rid New York City of the danger of darkness, the N. Y. Journal American called Central Park "A dim Garden of Peril in a City of Light," The Street

and Traffic Safety Lighting Bureau reports. More than 100 lights along the parkways were broken or in such disrepair as to be beyond use.

CHICAGO, ILL.—On a dry concrete pavement it would take your automobile 21 feet to come to a full stop while traveling 20 miles an hour, The Street and Traffic Safety Lighting Bureau reports. It would take 26 feet to stop if the pavement was wet. It is apparent how important it is to be able to see that distance while driving at night.

Quite a psychological mystery is the German, after the event, who can figure out every mistake he made in a losing war except that of starting it.

It is authoritatively estimated that the girl singers who could bake a cake are at least as numerous as baritones who could handle a mule train.

In Edinburgh, \$1,000,000 was left by a shopkeeper who lived in the cellar on plain brown bread. The kind with raisins is for people with \$2,000,000.

No home is complete without children. Or with them, says an Iowa father of five young hopalongs, as he nails a stairway back into place.

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S. R. D. Operations Report

Safety Department

Accident reports for the year 1949 show a marked improvement over the previous year. Our over-all accidents were reduced from 938 in 1948 to 746 in 1949, or a 21 percent reduction. We have a frequency rate of 13.3 as compared to 19.5 for the previous year.

This showing was made possible only through the splendid cooperation of the Engineers and to increasing our inspection forces who have orders to cover their territories often enough to keep all employees safety-minded.

We have had many favorable comments on our installation of blinker lights on certain pieces of our equipment, such as mowing machine tractors, patch trucks, semi-trailers and other vehicles that have to park or work on the highway. The majority of the public seems to recognize this red blinking-light more than anything we have found and it has done a great deal towards slowing down traffic as they pass our maintenance and construction crews while at work on the road.

Several of our draw bridges that were not electrically equipped have already been wired. Some still need safety appliances and are being taken care of as fast as time will permit.

We are at the present time checking all of our vehicle operators as to their reaction in case of an emergency stop and also the brake efficiency of the vehicle. The test is very effective in that it proves to the operator that it takes twice as long to stop as one would think. We believe that when this check is completed our vehicle accidents will show a substantial decrease.

Now that we have a first aid instructor within our department, who will devote his entire time to teaching first aid, we hope to have with every crew of men on the job at least one man who can handle a first-aid situation.

Traffic and Planning Division

Planning Section—Inventory and Mapping:

Routine work on maps, charts, diagrams and various records has progressed more or less normally.

Work has continued on preparing data for additions to the Federal Aid Secondary System. Maps and supporting data were completed on 44 counties and submitted to the Bureau of Public Roads for approval. These proposed extensions amount to a total of 1,381 miles. Of the remaining 23 counties only 10 have requested that the Federal Aid Secondary System be extended. These will be submitted to the Bureau in the near future.

Federal Aid Primary Route No. 32 has been approved and runs along U. S. Route 19 from the Georgia State line via Monti-

cello to Capps, a distance of 18.1 miles. Maps and supporting data have been prepared on three additional Primary Routes and submitted to the Bureau of Public Roads for approval. These total 223 miles in length.

Federal Aid Urban System: The Bureau approved the FAU System for the Jacksonville area. The proposed FAU System for Ocala was submitted, and a second submittal was made adding to the Miami FAU System already proposed.

In addition to other work the Field Engineers have been making inventory surveys of roads to be placed under State maintenance on the Secondary System.

Aerial Mapping: The finished Collier County map was sent to the Field Engineer for his final review and check.

The drafting of the Nassau County map is approximately 35 percent complete. The radial control plots for Bradford and Union Counties were completed, and photo field control was begun in St. Lucie County.

Road Life and Accounting: The routine operations consisted of recording cost records of construction and maintenance by Road Sections, assigning job numbers, and continuing the development of historical records on all construction for the purpose of carrying on Road Life Studies required by the Bureau of Public Roads.

Further work was required in assigning Sections and Job Numbers for roads in the

Secondary construction and maintenance program.

Secondary Road Numbers have been determined and descriptions of these will be distributed in the near future.

Finance: All routine monthly reports were prepared and submitted to the Bureau of Public Roads. The checking of street expenditures having been completed in the municipalities of West Florida last month, the work was continued in the North Florida area.

Traffic Section:

Signs and Signals: Twenty-three field investigations were made and 16 reports were submitted.

Routine Traffic Survey: Routine traffic recordings, mechanical and manual, have been carried on according to schedule. Electrically controlled machines have been hampered somewhat due to seasonal thunder storms.

Special Urban Surveys: The office analyses for the Gainesville survey has been completed and the report will be ready in the near future.

Coding and office analyses is continuing for the Bradenton-Sarasota area and it is anticipated that this report may be completed in May or June.

Field work is continuing in the Clearwater-St. Petersburg area. It is expected that this work will be completed by May 15,

Report for the Engineer of Federal Aid

By Charles Hopkins

During the month of April Field reviews were made of the following projects with the representatives of the Bureau of Public Roads:

Project No.	County	Road No.	Location
S-293(1)	Lafayette	53	St. Rd. No. 20—A point 4.0 Mi. W.
S-264(2)	Jefferson	56	End of S-264(1)—Ashville
S-283(1)	Franklin	41	In Apalachicola
S-284(1)	Franklin	43	In Apalachicola
F-012-1(1)	Lee	45	Brs. South of Ft. Myers
F-022-2(2)	Sumter	50	Tarrytown to Lake Co. Line
FG-022-2(6)	Sumter	50	Mabel Overpass
F-022-2(4)	Orange	50	Minorville to Tildenville
S-196(2)	Orange	157	5 Mi. S. E. Bithlo to 6.2 Mi. S. E.
S-297(1)	Nassau	98	Callahan to 5.2 Mi. W.
F-030-1(1)	St. Johns	A1A	Matanzas Inlet to St. Augustine Beach

The following projects were processed to the advertising stage with the Bureau of Public Roads and the projects advertised for bids to be received in Pensacola on May 9, 1950:

Project No.	County	Road No.	Location
F-022-2(7)	Hernando	50	St. Rd. 40—Withlacoochee River
FG-022-2(8)	Hernando	50	Rital Overpass
FG-032-1(1)	Jefferson	57	Drifton Overpass
FHP 14-c(2)	Liberty	65	Franklin Co. Line—Wilma
S-277(1)	Gilchrist-Columbia	47	End of Pvt.—Ft. White
F-022-2(4)	Orange	50	Intersection St. Rds. 50 & 545—Minorville
S-293(1)	Lafayette	53	St. Rd. No. 20—A point 4.0 Mi. West
F-030-1(1)	St. Johns	A1A	Matanzas Inlet to St. Augustine Beach
S-261(1)	Volusia	40	New Smyrna Beach to 11.78 Mi. W.
S-297(1)	Nassau	S-108	Callahan to 5.25 Mi. West

after which coding, analyses and final report will be made requiring several months.

First District

During the month of April the maintenance forces erected a most attractive sign in front of the District Office. This sign was painted by the Sign Shop in Lake City and portrays in color the area covered by the First District. It also informs the public that this Office supervises the maintenance of 1,840 miles of roads and 20 miles of bridges, and that the total area of the counties included is 12,428 miles. Incidentally, this area is more than the State of Rhode Island, Delaware and Connecticut combined, and there are eight states that are smaller in area than the First District.

Our 1950 Budget lists 81 projects on the Primary System and 26 projects on the Secondary System. In filling out the Progress Chart requested by the Department of Traffic and Planning we were able to show that the Plans and Surveys were complete on 47 jobs out of 107 or approximately 44 percent. This, of course, included several of the smaller jobs and does not mean that we have completed that percentage of the year's work on Plans and Surveys.

Work is underway on the construction of prison camps in Pinellas and Hernando Counties which will materially increase our effectiveness and efficiency in the Tampa Bay area which is where the heaviest traffic

is concentrated. These camps will be modeled after Big Pine Key.

The following Jobs have recently been completed in this District: **0406-201** on SR 72, which is located approximately 6½ miles West of Arcadia, contractor L. L. Hall; **1311-201** on SR 675, from SR 43 South of Parrish to SR 64, which included the construction of bridges and culverts by Coggin & Deermont; **0708-201** on SR 833, construction of bridges and culverts by Hardee-Walker Construction Company near Devil's Garden; **1600-106** access road from SR 600 just East of Lake Alfred to the Citrus Experiment Station, completed by State Road Department forces under the direction of Mr. L. O. Hester, Maintenance Engineer; **1600-107** access road to the Orange Festival Grounds in Winter Haven, accomplished by Polk Construction Company; **1613-202** on SR 60 located near Hesperides and constructed by John A. Benton.

Second District

The largest and most important job to be started in the District during April is Job 7207-208 on SR 5 from Bayard to South Jacksonville in Duval County. This job was originally designed as a 4-lane divided highway section and the west lane was widened and resurfaced in 1947. The present contract awarded to Duval Engineering & Contracting Company in amount of \$649,265.15 covers the construction of the east lane of

pavement. Construction will consist of re-grading; stabilizing; constructing an 8-inch Ocala Rock Base 24 feet 4 inches wide with Asphalt Concrete Surface Course, Type 1 with Binder course 24 feet wide. To those affected by the extremely heavy traffic on this road, the completion of this contract will give immediate and sorely needed relief of a serious condition. At present this traffic is bottle-necked at Times Square in South Jacksonville; however, the completion of the Jacksonville Expressway will extend through Jacksonville the section relief that will be obtained by the construction of the above contract. This project welds another link in the long chain of projects to be constructed toward the goal of a continuous 4-lane divided highway from Miami to the Georgia State line.

In addition to the above, construction work began during April on the following jobs:

Job 2706-101(2), SR 127, Baker County. Construction of a bridge over the middle prong of St. Mary River.

Job 2702-101 & 2911-101, SR 2 in Baker and Columbia Counties, construction of grade and small drainage structures.

Job 7150-101, SR S-219, Clay County, work consists of grading and paving with sand-clay surface treated base from SR 100 east of Keystone Heights to south for a length of one mile.

Job 7152-150, SR S-214, Clay County,



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work consists of 4 miles of grading and sand-clay surface treated base northwest from Lake Geneval.

Job 3575-102, SR 409, Madison County.

This work calls for grading, paving and draining, the pavement to be a 17-foot sand-clay base with a 16-foot surface treated surface course. The job extends from Sirmans to the intersection of SR 14.

Job 2975-104, SR 250, Columbia County.

This is one of the "country-wide" farm-to-market roads in this county and will be constructed by funds loaned to the county by the Florida State Improvement Commission. Work will consist of 10.735 miles of grading, paving and draining from Lake City to the Suwannee County line. The pavement type will be Ocala Rock Base with Surface Treatment.

Job 2601-106, SR 25, Alachua County.

This job is resurfacing work from SR 234 in Micanopy to the Marion County line, and consists of an Asphaltic Concrete Surface Course Type 1 on a Bituminous Leveling Course (plant mix). The length is 3 miles.

Job 3105-103, SR 47, Gilchrist County. A bituminous surface treatment is to be applied to 17.769 miles of sand-sealed base from Trenton north.

Job 3351-150, SR S-342, Lafayette County. This work to consist of grading and draining 8.3 miles from SR 349 via Hatch-bend north and west to SR 349.

Job 3403-101, SR 335, Levy County.

Work to consist of clearing and grubbing, grading and installing drain pipes for a distance of 5 miles southwest from Montbrook.

Job 2619-101, SR 384, Alachua County.

This job will provide a stabilized base from Poe Springs to SR 45 near High Springs.

Jobs 7210-903 & 7219-901. SR A1A & 212, Duval County. These jobs provide for revetment work around the bascule piers of the bridges over Pablo Creek.

Job 2602-111, SR 20, Alachua County.

Work to consist of widening Boundary Street in Gainesville with a municipal section from West Main Street north to Alabama Street and widening Alabama Street to the north city limits with a highway section.

The many friends of Lorace "Mule" Campbell will be pleased to know that he is getting along fine after an emergency appendectomy in the Thomasville, Georgia, hospital April 23.

Morgan L. "Gandy" Smith has "graduated" from the District Office Drafting Room to Assistant Project Engineer in charge of several large construction projects. Now that Gandy has been shoved out of the

nest to fly on his own, his many friends from years "way back" wish him every success in his new assignment.

Fifth District

Emphasis has been on the large Secondary Program in this District. Road logs have been made and some surveys have been started and are, at present, moving toward completion. Meanwhile, work on the Primary Program has not been overlooked. Indications are that the work for this District for 1950 may move out on schedule, which reflects a lot of good "ball-carrying" on the part of the Location and Drafting Room boys.

Hubbard Construction Company, low bidder on the Boggy Creek Road in Osceola County, is awaiting the official nod to begin work. The same for Ewell on the Inverness Overpass widening job. Craggs is all set on the Female Correctional Institute, north of Ocala, in Marion County. His contract consists of streets, parking areas and sidewalks.

Work currently underway is taking advantage of good weather with excellent

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progress indicated on practically all jobs in the District.

Up for bids are the Tildenville-Minorville section in Orange County on State Road 50, the section of Road 42 from a point 12 miles east of DeLand to New Smyrna and the portion of Road A1A from Matanzas Inlet to St. Augustine Beach in St. Johns County.

Maintenance Forces are busy just now in anticipation of a wet summer. One interesting piece of work is underway on Road 5 (U. S. No. 1) where Maintenance Engineer

Mac Gale is widening shoulders. These shoulders were rendered narrow several years ago when the pavement was widened. The work at hand consists of flattening back slopes and with the resultant accumulation of material the shoulders are widened and the ditches made uniform. In the process, noxious growth on the wide right of way is eliminated thus reducing the cost of mowing and general maintenance. More of this type work is anticipated for other parts of the District.

may be called for May 23, 1950 (the same date as the second general 1950 primary). (4) Under section 102.48, the second primary, if same is required, "shall be held within ten days" after the first special primary. 050-220.

* * *

April 28—William B. Tippetts, Chairman, Democratic Executive Committee, Pinellas County, was advised by the Attorney General, that (1) if a person who had not changed his party affiliation on the registration books since the 1948 general election and who is challenged and who voted for candidates for the office of presidential and vice-presidential elector in the 1948 general election other than candidates of his party, such elector may insert in the provision in the form of affidavit required by section 102.42, "and at the last general election I did not vote for any nominee of any other party," an exception to the effect "other than candidates for the office of presidential and vice-presidential elector," and upon execution of such affidavit so modified, shall be considered to have complied with the requirements of the affidavit prescribed by this section. (2) Chapter 26154, Special Laws of Florida, Acts of 1949, provides in part that any qualified elector in Pinellas County may change his party affiliation at any time prior to thirty days before any primary election in the manner set forth in Section 1 of such Act. If such a person who has so changed his party affiliation since the 1948 general election presents himself for voting for candidates of the party to which he has changed his affiliation in the 1950 primary and is challenged in the manner set forth in Section 102.42, he will be considered to have complied with the affidavit requirements of said section if he executes such affidavit modified to the extent of striking therefrom the words "and at the last general election I did not vote for any nominee of any other party." (3) Under our election laws, specific provisions dealing directly or indirectly with instructions to election board officials appear to be confined to Section 99.24, as amended, and Section 99.54, Florida Statutes. Any instructions issued to them by either the supervisor of registration or the board of county commissioners should be confined to the following: (a) For the convenience of such election officials designating various sections of the laws pertaining to their several duties, avoiding any attempt to construe such law. (b) Should the supervisor of registration or the board of county commissioners consider that any opinion of this office construing any of such laws may be of assistance to such election officials, copies thereof or the effect of the same may be given such officials. (c) If our courts have construed any of such laws, such rulings or the effect thereof may be delivered the election officials. There was excepted from the effects of the answer to 3, above, any instruction of election officials concerning the use of voting machines as contem-

Testing Performed by the Division of Tests for the Month of April

Materials	No. of Individual Tests	Remarks
Cement	273	In addition 5,573 bbls. tested and inspected at source
Mixing water for concrete	90	
Fine aggregates	237	
Coarse aggregates	453	
Concrete	865	Cylinders
Concrete	1	Design mix
Concrete	1	Membrane curing compound
Brick	20	
Corrugated metal pipe	70	
Concrete culvert pipe	39	In addition 27,904 lin. ft. tested and inspected at source
Reinforcing steel	239	In addition 173,467 lbs. tested and inspected at source
Welds	12	Welder qualification test
Limerock	3,916	
Paints	110	
Bituminous materials	637	
Mineral aggregates	115	
Bituminous pavement (Lab.)	26	
Bituminous mixtures	192	
Bituminous mixtures	5	Design mixes
Stabilities	54	Hubbard-Field
Premoulded joint filler	4	
Soils	827	
Untreated piling	3,365 lin. ft.	
Untreated lumber	386,076 FBM	
Treated piling	3,090 lin. ft.	
Treated lumber	376,784 FBM	
Expansion joint material	-----	380 feet tested and inspected at the source
Transport tanks	-----	4 calibrated
Asphalt distributors	-----	1 calibrated
Base thicknesses	441	Limerock
Base widths	441	Limerock
Pavement thicknesses	995	Bituminous pavement
Pavement widths	995	Bituminous pavement
Straight-edge and Template	58.6 Miles	

This Division is in the process of training a man to handle the testing and inspection of limerock at a new pit. In addition to training an inspector for this work we are equipping his branch laboratory with all of the necessary testing apparatus, and main-

tain constant supervision over his work.

An investigation was begun during the month to determine the value of Zinc Dust Metal Primer, Zinc Chromate Primer, and an Emulsion Metal Paint.

DIGEST OF RECENT OPINIONS OF THE ATTORNEY GENERAL

April 27—Attorney General Richard W. Ervin today advised William B. Tippetts, Chairman, Democratic Executive Committee, Pinellas County, that (1) where the unopposed democratic candidate for nomination in the 1950 primaries for one of the offices of state representative from Pinellas

County died on April 24, 1950, a vacancy in nomination as contemplated by section 102.48, Florida Statutes, exists as a consequence of such happening. (2) Pursuant to the provisions of section 102.48, the duty devolves upon the Pinellas County Democratic Executive Committee to call the special primary required to fill this vacancy in nomination. (3) The first such special primary

plated by certain provisions of chapter 100, Florida Statutes. 050-221.

May 1—Bill Towles, Sheriff, Taylor County, was advised by the Attorney General, that sheriff's sales of legal alcoholic beverages

including wines and liquors are held in the same manner as sheriff's sales of other property. State statutes provide such sales may be made to three classes of persons: (1) wholesalers (2) retailers (3) non-licensed citizens. It would be proper to notify the

above classes of likely purchasers that as to the persons of the first class that he may wholesale it, the retailer may only retail the property and the non-licensed citizen may not purchase same for resale. 050-222.

Engineer of Plans

1. Jobs being processed for receipt of bids in May:

County	Job No.	Road	Description	Budget
Hernando	0807-201 &301	50	Between SR 41 & Withlachoochee R.	\$350,000
Jefferson	5403-301	57	Crossing of ACL & SAL RR at Drifton	90,000
Liberty	5604-203	65	Between Franklin Co. L. & Wilma	154,000
Gilchrist	3105-201	47	From Point approx. 0.5 mi. S. of	39,800
Columbia	2902-201		Santa Fe R. to Fort White	113,500
Orange	7505-204	50	Between intersection of Rds. 50&545	245,000
Lafayette	3352-250	S-53	Northwest of Mayo, Fla.	56,000
St. Johns	7804-201 &108	A1A 40	Between Matanzas I. and point N. Between N. Smyrna B. & point West	190,000 268,800
Volusia	7907-201			
Nassau	7451-250	S-108	Between Callahan and point West	64,800
Highlands	0951-150	66	Between SR 527 & point Southeast	200,000
Hardee	0651-150	S-661	Between SR 64 and point North	15,000
Hamilton	3209-102		Roads at Stephen Foster Memorial	25,300
Flagler	7306-101	304	Between Deenville & Cody's Comer	65,000
Jackson	5353-150	S-162	Galilee Church to Road 77	7,000
Palm Beach	9300-112		Belvedere Rd. (Between SAL & Olive St.)	19,000
Palm Beach	9306-112	A1A	S. Limits Lake Worth & point N.	65,300

2. Jobs on which bids were received in April and bids tabulated:

County	Job No.	Road	Description
St. Lucie	9401-302	5	At crossing of FEC Railway at Oslo
Indian River	8801-302		
Pasco	1407-201	35	Between Polk Co. Line & SR 39
Osceola	9250-250	530	Between point NE of Kissimmee and SR 15
Marion	3621-102		Streets at Female Correctional Institute
Clay	7107-111	21	Between Road 215 and Duval County Line
Palm Beach	9375-114	809	Between Okeechobee Road and Lake Park Road
Palm Beach	9314-107	15	Between Canal Point and Martin Co. Line
Alachua	2601-106	25	Between Road 234 in Micanopy & Marion Co. L.
Duval	7214-109	200	Between Baldwin and Callahan
Nassau	7404-107		
Gilchrist	3105-103	47	Between Road 49 in Trenton and point North
DeSoto	0450-150		City Streets in Arcadia
Escambia	4805-150	292	Between Road 95 at Green Gables & Pottery Road
Suwannee	3710-103		Streets at Farmers' Warehouse in Live Oak
Alachua	2650-150	235	Between Alachua and Road 26 near Newberry
Polk	1625-901	37	Between Road 600 in Lakeland and point S.
Duval	7251-150	51	Between Eastport and point NW
St. Lucie	9409-103		Farmers' Market at Fort Pierce
Bay	4602-113	30	In Panama City
Jackson	5303-111	75	Between Cottondale & Road No. 73
Palm Beach	9301-107	5	Between point in Delray Beach & Lantana
Walton	6003-106	20	Approximately 4 mi. East of Freeport
Bay	4651-150	51	Between Road No. 30 and Road No. 75
Duval	7204-275	10&A1A	Arlington Bridge across St. Johns River

3. Jobs in the design stage:

Job No.	County	Road	Description
5302-206	Jackson	10	Cypress to Sneads
3601-110	Marion	25	Ocala "By-pass"
1204-106	Lee	867	Strs. South of Ft. Myers
1201-201	Lee	45	Sections South of Ft. Myers
0803-103	Hernando	485	3 Mi. Section NW of Brooksville
1008-107	Hillsborough		Gandy Boulevard—Euclid
5450-250	Jefferson	S-146	7 Mi. NE Monticello to Ashville
7903-207	Volusia	5	Ridgewood Avenue in Daytona

4. Necessary field inspections were made in company with the Bureau of Public Roads representatives.

May 1—The Attorney General advised Dr. Richard S. Berry, Secretary-Treasurer, Board of Osteopathic Medical Examiners, that the Board should use one-third of its appropriation for the first year of the biennium in payment of its salaries and expenses, the minimum two-thirds of the Board's appropriation for the first year of the Biennium should go to the Florida Association of Osteopathic Medical Physicians and Surgeons for its annual education program as required by section 459.19, Florida Statutes. The 13.75 per cent of the Board's appropriation reserved by the budget commission should affect the whole appropriation and not just the Board's one-third share of it's appropriation. 050-223.

May 1—J. Edwin Larson, Insurance Commissioner, was advised by the Attorney General, that a professional bondsman as defined in Section 903.10 must register with the clerk of the circuit court in the manner and as contemplated by Section 903.11. Such a bondsman is not required to qualify in any manner with the Insurance Commissioner of Florida. 050-224.

May 2—A. B. Tidwell, Constable, 6th District, Marianna, was advised by the Attorney General, that Section 37.16, Florida Statutes, seems to indicate that a constable may make service of a warrant in any district of his county provided that he shall not be entitled to a greater mileage in any case in serving the warrant than he would be if said warrant was issued and served in a district in which said constable resides and for which he was elected. 050-225.

May 2—The Attorney General advised Arch Livingston, Motor Vehicle Commissioner, that the motor vehicle lien recorded with the Motor Vehicle Commissioner on February 11, 1948, was not controlled by the Act of 1947 (319.27, Florida Statutes), but was controlled by Sections 28.22 and 319.15, Florida Statutes. This is because the 1947 Act did not take effect until October 1, 1948. It was further held that although a lien may have been filed subsequent to the issuance of a title certificate that the Motor Vehicle Commissioner had no authority to cancel said lien on his own motion. This is true because of the possibilities of actual notice of the lien on the part of the purchaser of the motor vehicle although purchased without constructive notice of said lien. 050-226.

May 2—M. W. Emmel, D.V.M., Secretary, Board of Examiners in the Basic Sciences, was advised by the Attorney General, that (1) the \$20.00 annual registration fee re-

quired by Section 483.16, Florida Statutes, is to be paid only by the owner or proprietor of a medical laboratory, regardless of the number of medical technology directors or medical technologists that may be employed in such laboratory. (2) Section 483.17, intends to take in every kind of medical technologist, directors or otherwise, and each of these persons must pay an annual renewal fee of \$5.00 in order to remain in good standing and to hold a valid license to practice medical technology under the provisions of Chapter 483, Florida Statutes. 050-227.

May 4—Lloyd M. Hicks, Clerk, Circuit Court, Manatee County, was advised by the Attorney General that where a tax sales certificate was properly advertised and sale made on or before June 9, 1939, this certificate should not revert to the State of Florida when assignment was made subsequent to June 9, 1939. Where the advertisement and sale were made according to the provisions of Chapter 18296, Acts of 1937 and Chapter 19149, Acts of 1939, even though the sale was on June 9, 1939 and the balance of the bid price was paid within ninety days of that date, that assignment should have been made to the clerk of the court. 050-229.

A recession is a period in which you tighten up your belt. In a depression you have no belt to tighten up—and when you have no pants to hold up, it's a panic.

Bridge Division Report

During the month of April structural plans were completed on the following projects and further progress was made on other projects.

Section-Job	County	Road	Location and Description
1204-106	Lee	45	Two narrow bridges replaced by special culverts.
5450-250	Jefferson	S-146	A 250-ft. bridge over Aucilla River.
9107-104	Okeechobee	70	Redecking a 3122-ft. bridge over the Kissimmee River.
7903-207	Volusia	5	Widen bridge over Halifax Canal and construct 2 pedestrian underpasses in Daytona Beach.
7554-250	Orange	520	2 bridges 376 ft. long South of Bithlo.
0951-250	Highlands	66	A 225-ft. bridge over Istokpoga Canal.
6152-150	Washington	284	A 575-ft. bridge over Holmes Creek at Millers Ferry.
5302-110	Jackson	10	Pedestrian Walkway for Chipola River Bridge.
5953-101	Wakulla	S-375	4 bridges with a total length of 525 ft., between Sopchoppy and Leon County line.
7306-101	Flagler	304	Special Culvert.

One of the major planning projects this month was the bridge over Holmes Creek in Washington County to replace an existing ferry.

Another major project for the month was plans for widening the narrow bridge over the Halifax Canal and constructing two more pedestrian underpasses on Ridgewood Avenue in Daytona Beach.

A new method of redecking existing timber bridges was tried out on a 3-span bridge in Jefferson County, which proved to be very satisfactory and will be used on other timber bridges in the future. Where the timber stringers are in good shape, a 4-inch-thick precast concrete slab will be bolted to

the stringers instead of using timber planks, which require constant replacement. These slabs are placed under traffic, thus avoiding a costly detour.

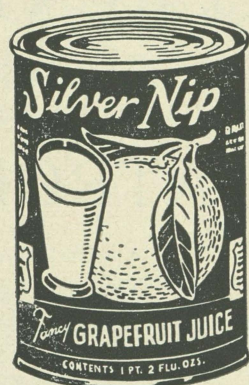
Permit applications and plans were submitted to the U. S. Engineers for the construction of bridges across the Suwannee River on Road 6 in Columbia County, and across Sisters Creek on Heckscher Drive in Duval County.

In addition to the above, additional checking of design for the Tampa Bay Bridges was done.

Further progress was made on plans for the Overpass for the Ocala By-Pass, and for the bridge crossing the Intracoastal Waterway on Atlantic Avenue in Delray.

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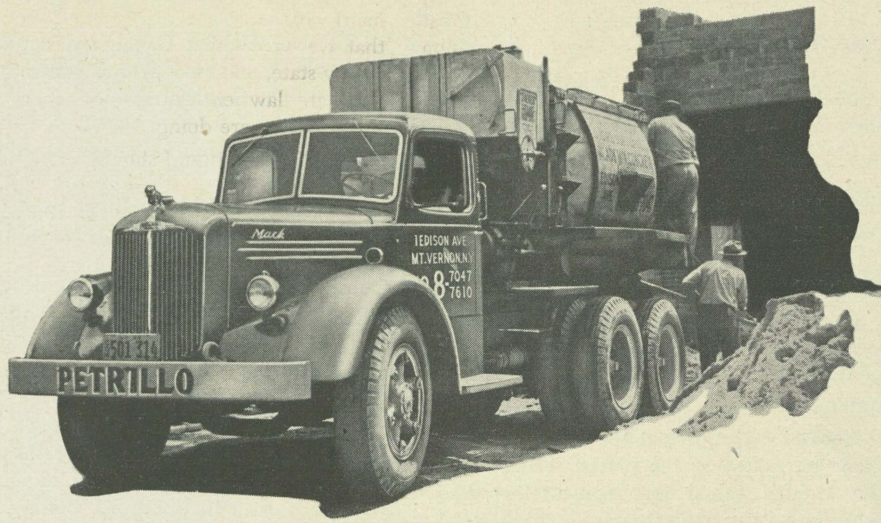
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GOVERNOR'S MESSAGE

(Continued)

As an example of ways by which we're saving the taxpayers' money, let me tell you of another transaction by the State Cabinet. It was brought to our attention that the City of Tallahassee was pledged to contribute \$250,000 toward the cost of the new \$2,000,000 hospital at Florida A. & M. College for Negroes. The city had paid \$150,000 toward this pledge, but wasn't due to put up its final \$100,000 donation until March, 1951. But the contractor needed his money.

One of Tallahassee's three banks had offered to buy the City's \$100,000 note for \$96,500. In other words, the bank was willing to make the loan at 3½ percent interest. Why, we asked ourselves, shouldn't we, as the Board of Education, buy the note ourselves as an investment for the school trust fund? There were no legal objections, so we did it, and actually saved the State \$3,500 for the school fund.

Comptroller C. M. Gay also made good news last week in a talk before the Tallahassee Kiwanis Club. Unfortunately, it was not widely printed. That is why I'd like to repeat it tonight. The Tallahassee Democrat quoted Mr. Gay as saying that the limited sales tax is working out much better than expected. The Comptroller also declared that he felt his original estimate of \$40,000,000

yearly would about stand up in the final tally of limited sales tax collections.

As I look back over the past year and recall the staggering deficit that confronted the State Treasury last August, I think that the people of Florida should be grateful to the special session of the 1949 Legislature for almost erasing that deficit. It is a great satisfaction to me that this Administration was able to co-operate in so many ways with the Legislature.

Among the many laws passed by the 1949 Legislature, which this Administration sponsored, was the one creating a Racing Scholarship Fund for the University of Florida, Florida State University and A. & M. College. This law permits horse and dog tracks in Florida to put on one extra day of racing, with all of their net profits, plus the State's share of the pari-mutual collections, going to this scholarship fund.

I am happy to report to you that this fund now totals more than \$150,000. This means that many more young men and women in Florida can be helped next Fall to get a college education. Truly, this law will prove a boon to poor students struggling to get ahead in a highly competitive world.

Earlier tonight I said that we had made progress in many fields of endeavor. Among them is the reduction of crime. Official statistics of the Federal Bureau of Investigation show that major crime in 28 Florida cities was cut down 8.8 percent in 1949, while

crimes in the rest of the nation increased 4.5 percent in 1949 over 1948.

In addition, these 28 Florida cities had 24,532 major crimes in 1949, as contrasted to 26,885 such offenses in 1948. This was a decrease of 2,353 in the total, which I consider an outstanding record. This is still too many crimes, but the figures indicate to me that we have the most law-abiding citizens of any state, and they give us reason to congratulate law enforcement officers on the fine job they are doing.

In this connection, I should like to observe that we are making steady progress in combating juvenile delinquency. In 1945, 27 percent of all prisoners committed to Florida State prisons were boys and girls under 20 years of age. In 1946, it was 23 percent. In 1947, it was 24 percent, but by 1948 it had dropped to 19 percent. And in 1949, the percentage was still lower: only 17 percent of those committed were under 20 years of age.

Our schools, our churches, our character-building organizations, our social welfare agencies—all share in the credit for the decrease in juvenile delinquency in Florida. But there is still another organization—a State agency—that is doing great work along these lines. I refer to the Florida Children's Commission.

This Commission strives to co-ordinate youth services offered by both public and private sources. It consists of a state-wide

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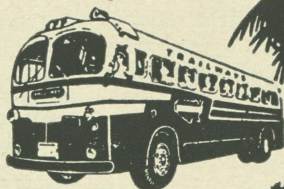
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group of 27 members, 67 County Children's Committees with a total membership of more than 1,100, and a paid staff of five with offices in Tallahassee.

No other State agency is made up of so many public-spirited citizens who receive no compensation for their work. Commission members are reimbursed for travel to and from meetings, but the County Children's Committee members do not receive a single cent to reimburse them for travel, postage, stationery, or time devoted to the work.

Last Fall, when President Truman wired a request that your Governor designate a group of citizens to prepare for Florida's participation in the Midcentury White House Conferences on Children and Youth, I immediately thought of the Florida Children's Commission. They were happy to accept the responsibility, for the White House Conferences on Children are traditional in our country. They have been held at 10-year periods since 1909, when President Theodore Roosevelt called the first one. They are milestones of progress toward a better understanding of the problems of youth.

As our contribution to the Midcentury White House Conference, to be held in December, we are going to take a searching look at the way Florida's children are growing up. Our report will be based on the replies to 16,000 questionnaires which the Children's Commission is preparing to distribute among the County Committees.

Since your club, your fraternal order, your church or your professional society are interested in the well-being of children, may I suggest that you obtain one of these questionnaires from your county's Children Committee. Discuss it, fill it out, and return it to your Children's Committee. Your replies will help instruct Florida's delegates to the White House Conference. And you will have helped us provide for every Florida child a fair chance for a good personality and sound character. Again, I urge you to co-operate in this "Children's Census."

As I look over the record so far in 1950, I see only one dark blot—an appalling, horrifying blot. In spite of all our efforts, traffic deaths in Florida are on the increase. In the first three months of 1949, 147 lives were lost on Florida highways. In the first three months of 1950, 243 persons were killed—an increase of 96 persons. This is shocking. This well may be Dunkerque in our continuing war against death on the roads, but we shall—we must—overpower this killer that lurks at the next intersection, the next crossroad. We may admit defeat in battles, but we haven't lost the war. We can

—we must—stop this highway slaughter.

It strengthens my determination to carry on the work of the Governor's Safety Council, which is handicapped only by a shortage of funds. To that end, I want to enlist the co-operation of all newspapers and radio stations in Florida to make a special effort to impress upon their readers and listeners the vital necessity of safe driving.

Of the fatal accidents so far this year, 35 percent were attributed to speeding. I want to remind the 1,149,352 licensed automobile drivers of Florida of the State law which makes speeds of over 60 miles an hour in



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daylight and 50 miles per hour at night time, evidence in itself of reckless driving.

I also would like to remind Florida motorists of the Driver Responsibility Law. It is to your advantage to call an officer when you have an accident, even though you may consider it a minor one. The Governor's Safety Council or the Florida Highway Patrol, both with offices here in Tallahassee, will supply all law enforcement agencies with accident report forms at no cost upon request.

I also call upon all law enforcement agencies to furnish copies of all accident investigation reports to Florida Highway Patrol headquarters, so that they may formulate preventive measures. And I call upon the individual driver to consider his habits behind the wheel.

Accidents don't just happen. They are caused. Therefore, they can be prevented. We must become preventive-minded, rather than punishment-minded, because prevention removes the need of punishment. As Governor of Florida, as a public official, and as a fellow-motorist, I urge you to drive carefully—you may save a life. It might be yours!

Highway Patrol To Check Cars In May

Cars being driven on the highways of Florida in unsafe mechanical condition were cited by Director H. N. Kirkman as the target of the Florida Highway Patrol's May program of traffic safety education.

"Keeping your car in good, safe repair," Kirkman said, "is very similar to keeping your teeth in good condition. Everyone agrees that it is important, but when it comes to having a check-up it is far too easy to delay the inspection until it 'feels like there might be something wrong'."

That "something" when it comes down to the maintenance of your car, according to Kirkman, may result in a brake, light, or steering failure that could send you to the hospital—or worse.

Of the 580 accidents that resulted in 673 deaths in Florida in 1949, an unsafe vehicle was involved in 36 of them. That amounts to more than 6 percent of the total fatal accidents.

The Florida Highway Patrol has as its slogan during this May program of traffic safety education, "Check your car . . . check accidents." The project is sponsored on a national scale by the National Safety Council and in Florida by the Florida Highway Patrol.

"Unsafe car condition," Kirkman said, "is extremely dangerous even when no other factor is involved. Couple bad brakes or an out-of-alignment steering mechanism with speed too fast for conditions and you have all the ingredients of an accident—a bad one!

"Check today for such weaknesses as: brakes that are not equalized, fail to hold, or that must be jammed to the floor board; headlights that are aimed too high, too low, or are cock-eyed; and for tires with cuts and fabric breaks that might blow out at any time."

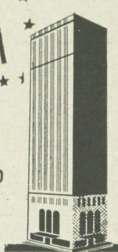
As the Florida Highway Patrol puts it: "The Safer your Car . . . The Safer YOU are!"

CLEVELAND, O.—The most dangerous night accidents occur on a comparatively small portion of the city street mileage, and still a smaller portion of the highway mileage outside of cities, The Street and Traffic Safety Lighting Bureau reports. The principal danger points are approaches to urban areas, traffic arteries running through villages and built up sections between municipalities, heavily traveled city arterials, suburban business districts, and hazardous locations (curves, railroad crossings, intersections.)

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Transactions of Meetings of Florida State Road Department

HELD AT JACKSONVILLE, APRIL 10, 1950

Pursuant to agreement among the Members, the State Road Department held a regular meeting in Jacksonville, on the 10th day of April, 1950, with attendance as follows: Alfred A. McKethan, Chairman, J. Glover Taylor, Marion G. Nelson, Merrill P. Barber and Trusten P. Drake, Jr., Members, R. M. Hartsfield, Secretary, David V. Kerns, Resident Attorney, and certain engineers and other personnel as were requested to attend. Sam P. Turnbull, State Highway Engineer, was called home by illness in the family after he arrived at Jacksonville.

APPROVAL OF MINUTES

On motion of Mr. Drake, seconded by Mr. Barber, the Board approved the minutes of the meeting held at Key West on March 13 and 14.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Taylor, seconded by Mr. Barber, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain materials, equipment et cetera, as hereinafter listed, and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefore,

NOW, THEREFORE, BE IT RESOLVED that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to wit:

CONSTRUCTION

Bids received Nov. 15, 1949

Glen G. Searing Co., 7410, 108, Nassau, \$34,160.16.

Bids received Jan. 31, 1950

W. H. Armston Co., Inc., S-256(1), 52, Pasco, \$139,230.57.

Smith Eng. & Const. Co., FI-006-1(1), 10, Okaloosa, \$221,455.29.

Duval Eng. & Contr. Co., 2975-102 & 3950-150, 245, Columbia-Union, \$214,603.55.
Bids received March 14, 1950

William & Stockton, 8614-102, F. M., Broward, \$4,514.35.

Jas. H. Craggs Const. Co., 2975-103, 131, Columbia, \$91,684.49.

Duval Eng. & Contr. Co., 2975-104, 250, Columbia, \$131,669.92.

Brinson Const. Co., 9375-107, 802, Palm Beach, \$190,062.85.

W. L. Ives Const. Co., 2706-101(2), 127, Baker, \$37,637.08.

Faulk & Coleman Const. Co., 5504-106, 61, Leon, \$117,498.46.

Polk Const. Co., 1600-107, Polk, \$6,754.74.

Scott Const. Co., 4600-102, Bay, \$223,966.30.

Doyle Pope, 5303-109, 75, Jackson, \$16,575.35.

Georgia-Alabama Paving Co., 6002-107, 30, Walton, \$37,793.96.

Duval Eng. & Contr. Co., FI-79(7), Pt. 2, 5, Duval, \$649,265.15.

Faulk & Coleman, S-38(2), 67, Liberty, \$169,643.67.

Marion Const. Co., 1712-102, 683, Sarasota, \$341,878.22.

Glen G. Searing Co., 3200-102, Co., Hamilton, \$12,757.21.

Belcher Oil Co., 9375-113, 809, Palm Beach, \$272,554.69.

Coggin & Deermont, S-203(1), 279, Washington, \$116,603.38.

Materials, Equipment, etc.

3-1-50, Georgia Creos. Co., treated lumber and piling, various warehouses, \$19,054.52.

3-1-50, Georgia Creos. Co., treated timber and piling, various warehouses, \$37,561.45.

3-1-50, Eppinger & Russell, treated lumber and piling, various warehouses, \$89,470.51.

3-1-50, Eppinger & Russell, treated timber and piling, various warehouses, \$62,479.53.

3-1-50, Foley Lbr. & Exp., treated timber and piling, Bartow, \$3,601.09.

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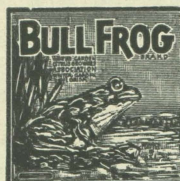
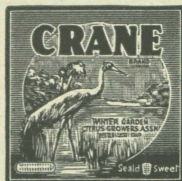
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3-5-50, Drummond Press, printing specifications, \$3,084.55.

3-8-50, Harrison Chev. Co., 5 1950 Chev. Styline Spec. 2-door sedans @ \$1,241.25; 10 1950 Chev. Styline DeLuxe 4-door sedans @ \$1,332.45; 25 Chev. 1/2-ton pickup trucks @ \$1,134.15; 25 Chev. 2-ton closed cab truck chases @ \$1,544.51.

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3-8-50, Mexican Petroleum Corp., 48,000 gal. semi-solid asphalt, 5305-106, \$4,675.20; 97,000 gal. semi-solid asphalt, 5305-107, \$9,447.80; 40,000 gal. cut-back asphalt, 5305-107, \$4,364.00; 80,000 gal. semi-solid asphalt, 5305-108, \$7,821.22; 35,000 gal. cut-back asphalt, 5303-108, \$3,818.50; 34,000 gal. semi-solid asphalt, 5303-110, \$3,311.60; 14,700 gal. cut-back asphalt, 5303-110, \$1,603.77.

3-8-50, American Bitumuls, 17,000 gal. emulsified asphalt, 0200-101, \$1,700.00.
3-15-50, Tri-State Culv. & Mfg., corrugated metal pipe arch, 9400-102, \$1,248.48.
3-15-50, Armco Dr. & Metal, corrugated metal pipe and arch, 9400-102, \$2,895.00.

**SUPPLEMENTAL AGREEMENTS
APPROVED**

On motion of Mr. Taylor, seconded by Mr. Drake, the following Supplemental Agreements were approved:

W. H. Armston Co., Inc., F-016-(2), 55, Gilchrist-Levy, increase \$180.25.

Hubbard Const. Co., F-022-2(5), 50, Orange, increase \$3,712.80.

B. B. McCormick & Sons, Inc., 7406-108, 200, Nassau, decrease \$20,250.00.

**COUNTIES REQUESTED TO OBTAIN
RIGHTS OF WAYS**

Routine resolutions requesting counties to obtain right of ways were adopted covering the following sections of road:

Alachua, S-236, 2619, from Gilchrist Co. line E'y to SR 45 in High Springs.

Clay, S-214, 7152, from SR 100 in Lake Geneva E'y and NE'y 4.2 miles.

Duval, A1A, 7204, from Beaver E'y along Haines St. to 21st St., thence W'y to Main Street in Jacksonville.

Gadsden, S-270, 5050, from SR 12 N'y & NE'y to SR 268 in Gretna.

Highlands, 66, 0951, from Lorida SE'y to Cornwell.

Hillsborough, 600-A, 1008, from Gandy Blvd. N'y along Manhattan to Euclid Ave.

Jackson, 69, 5351, from Calhoun Co. line N'y to Grand Ridge.

Jackson, 73, 5305, from SR 10 West of Marianna NW'y to SR 75.

Jackson, 75, 5303, from SR 10 in Cottondale N'y and NE'y to SR 73.

Jackson, 75, 5303, from SR 73 NW'y through Campbellton to Ala. line.

Jefferson, 146, 5450, from point on W line of Sec. 8, T2N, R6E, NE'y on and E'y to SR 55 in Ashville.

LaFayette, S-53, 3352, from SR 20 W'y 4 miles.

LaFayette, S-342, 3351, from SR 349 E'y to Hatchbend, thence E'y & W'y to SR 349.

Leon, 20, 5508, from E city limits of Tallahassee E'y to Jefferson.

Nassau, S-108, 7451, from point in Sec. 24, T 2 N, R 23 E, E'y to SR 15 and 200 in Callahan.

Nassau, S-108, 7452, from S line Sec. 20, T 3 N, R 24 E, N'y to Hilliard and NE'y and E'y beyond.

Pinellas, 584, 1508, from SR 55 E'y and SE'y to SR 580 in Oldsmar.

Polk, 35, 1606, from SR 60 W of Bartow N'y to SR 35.

Charlotte, 35, 0104, from SR 45 in Punta Gorda E'y and NE'y to a point.

Gadsden, S-268, 5051, from Gretna NE'y, E'y and SE'y to Quincy.

Franklin, S-384, 4951, from E line of Sec. 34, T 8 S, R 8 W, NW'y via Franklin.

**APPROVAL OF REVISED AND
AMENDED MAP OF LOCATION
AND SURVEY**

On motion of Mr. Drake, seconded by Mr. Nelson, the revised and amended map of location and survey for Section 3604, Road 200, Marion County, dated April 10, 1950, was approved.

**RELINQUISHMENT OF R/W
RESERVATIONS IN MURPHY ACT
DEEDS REQUESTED BY I.I. BOARD**

The Board considered the recommendation of the Engineer on each request from the Trustees of the Internal Improvement Fund for release of right-of-way reservation in a Murphy Act deed or a part thereof, and on motion of Mr. Barber, seconded by Mr. Drake, authorized action as set out in each case listed below:

First District

Hillsborough, 1673, not on State road, release all.

Hillsborough, 3198-Cor., not on State road, release all.

Hillsborough, 4357, not on State road, release all.

Hillsborough, 3064, not on State road, release all.

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Third District
Franklin, 209, not on State road, release all.
Okaloosa, Pt. 367, not on State road, release all.

Fourth District
Broward, 1062, 7, release all except within 50 feet each side C/L.
Okeechobee, 32, 15, release all except within 50 feet each side C/L.
Palm Beach, 1197, 80, release all except within 50 feet each side C/L.

SPECIAL TRAFFIC REGULATION REQUESTS

The Board gave consideration to the requests received for establishment of special limited speed zones and for the erection of traffic control signals, and in each case reviewed the report of the traffic investigation along with the Engineer's recommendation for that location.

On motion of Mr. Drake, seconded by Mr. Taylor, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida, that in each of the cases listed below the recommendation of the Traffic Engineer be and it is hereby approved, as set out, and authority given for the placing of such signs as are necessary to indicate the regulation to be in force:

Road 29, town of Immokalee, request for speed zone, 35 MPH half mile recommended.

Roads 5 & 50, in Indian River City, flashing beacon. Grant permit.

Roads 55 & 60, in Clearwater, traffic control signal. Grant permit.

Road 80, Tice Ave. & New York Drive in Tice, Lee County, traffic control signal. Unwarranted.

Road 771, El-Jobe-An, Charlotte County, speed zone. Unwarranted.

Road 5, at 110th Street, N. Miami, traffic control signal. Unwarranted.

Road 5, at Deal and Blind School, St. Augustine, traffic control signal. Unwarranted.

Road 5, at Palm Drive, in Florida City, traffic control signal. Grant permit.

Road 45, in Bonita Springs, Lee County, flashing beacon. Unwarranted.

Road 5, at So. 4th Ave., So. Miami, traffic light. Unwarranted.

Road 35, at Mill Road in Nocatee, stop light. Unwarranted.

Road 45, through Charlotte Harbor, speed zone. Unwarranted.

COMPLETION OF FSIC ROAD PROGRAM IN BROWARD COUNTY

Mr. W. A. Williams, General Auditor, reported to the Board that FSIC road and bridge construction program in Broward County has been completed.

Upon motion by Mr. Barber, seconded by Mr. Drake, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida, that the completion of the FSIC road and bridge construction pro-

gram in Broward County be duly certified to the State Board of Administration and to the Florida State Improvement Commission in accordance with the Lease-Purchase Agreement heretofore made in connection with the said program.

BE IT FURTHER RESOLVED that the Chairman and the Secretary be and they are hereby authorized to execute and deliver appropriate certificates as evidence of the completion of said program.

1950-51 ANNUAL BUDGET OF OVERSEAS ROAD AND TOLL BRIDGE DISTRICT

The Annual Budget of the Overseas Road and Toll Bridge District, for the fiscal year beginning April 1, 1950, and ending March 31, 1951, as proposed by the Board of Commissioners of the said District, was given consideration with a view to approval.

On motion of Mr. Barber, seconded by Mr. Drake, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida, that approval be and it is hereby given to the Budget of the Overseas Road and Toll Bridge District, for the fiscal year beginning April 1, 1950, and ending March 31, 1951, in the total sum of \$797,700.00, to be itemized as follows:

Maintenance	\$ 49,800.00
Operation	34,020.00
Supervision	33,560.00
Equipment Purchases and Bond	
Premiums	14,000.00
Contingency	1,327.97
Bridge Painting and	
Maintenance	155,112.00
Resurfacing	35,000.00
Fill Protection	75,000.00
Publicity	12,000.00

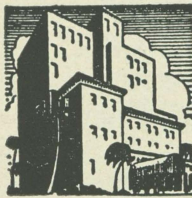
TOTAL ROUTINE OPERATION.....\$409,819.97

BOND SERVICE 287,280.03
RESERVE 100,600.00

TOTAL ANNUAL BUDGET.....\$797,700.00

STORM SEWERS ON ANGLE ROAD, ST. LUCIE COUNTY

The Board received for consideration the resolution from the Board of County Commissioners of St. Lucie County requesting the Department to construct the storm sewers found necessary to furnish proper drainage in the widening of Angle Road, and agreeing



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for the costs of said sewers (in the approximate sum of \$8,250, as estimated by the District Engineer) to be paid from said County's 80 per cent Surplus Gas Tax Money, and for the County to furnish the spoil area for necessary fill material, and on motion of Mr. Barber, seconded by Mr. Nelson, the said proposed work was authorized as a part of Job 9400-102, under the terms set out above.

DESIGNATION OF STEPHEN FOSTER HIGHWAY

The Board gave consideration to the resolution dated March 9, 1950, adopted and filed by the Board of Directors of the Suwannee River Valley Development Association, W. L.

Fisher of Cross City, Secretary, requesting the State Road Department to designate the route from Jasper to the mouth of the Suwannee River via Live Oak, Branford and Old Town as the "STEPHEN FOSTER MEMORIAL HIGHWAY," and to erect suitable markers thereon when the section of State Road 349 between Old Town and Suwannee has been completed.

In the discussion which followed it was suggested that confusion might result if this route should bear the designation "Memorial," when in fact it does not touch or run in close proximity to the "STEPHEN FOSTER MEMORIAL" which was authorized by an Act of the Legislature, to be established on the banks of the Suwannee River at White Springs, Florida, near State Road 100, U. S. Highway 41. Senator G. Warren Sanchez of Live Oak proposed the naming of the route the "STEPHEN FOSTER HIGHWAY."

On motion by Mr. Taylor, seconded by Mr. Drake, the following resolution was adopted:

WHEREAS, the State Road Department of Florida considers it appropriate to honor the route through the four counties of Hamilton, Suwannee, Lafayette and Dixie, crossing the Suwannee River at two points and running parallel to and adjacent to the course of the river for a distance of some 40 miles before it enters the Gulf, by naming it for the late Stephen Collins Foster, Now, Therefore,

BE IT RESOLVED by the State Road Department of Florida, that the route made up of State Roads 51 from Jasper to Live

Oak, State Road 249 from Live Oak to Branford, and State Road 349 from Branford through Old Town to Suwannee (Demery Hill) at the Gulf—the said route being also designated as U. S. Highway 129 from Jasper to Old Town, be and it is hereby given the name "STEPHEN FOSTER HIGHWAY," and the Engineer of Maintenance of this Department be and he is hereby authorized and directed to have suitable markers prepared and erected on said highway.

FLORIDA POWER & LIGHT COMPANY PERMIT DENIED EXTRA SIDE GUYING ON LINE ALONG ROAD 45, SARASOTA AND CHARLOTTE

The Board received and considered the application of the Florida Power & Light Company for a permit to construct and maintain additional guy wires to their existing 66,000 KVA power line on State Road 45 between Charlotte Harbor and the Myakka River, in Sarasota and Charlotte Counties, along with the recommendation of the Engineer of Maintenance that the permit be denied on the grounds that guy wires would greatly detract from the beauty of this section of the highway, where the Department had at great expense beautified the road-sides to the highest standard, and his suggestion that the Company be requested to stabilize their existing pole lines by some other method which would be less unattractive. The Members agreed with the recommendation of the Engineer and the Board declined to grant the permit.

RELEASE OF EXCESS R/W EASEMENTS IN DEEDS OF EVERGLADES DRAINAGE DISTRICT

The Board considered as a general policy the method of handling of requests for the recommendation of the Department concerning relinquishments of road right of way easements reserved in deeds of the Everglades Drainage District, and it was determined that such requests should be handled in the same manner as are requests concerning reservations in deeds of the Trustees of Internal Improvement Fund.

Request was received from the Everglades Drainage District for recommendation as to a release of right of way reservation contained in deed of the District to C. A.

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On motion of Mr. Barber, seconded by Mr. Drake, the Board approved the release of that part of the reserved right of way lying more than 50 feet from each side of the centerline of Section 9375-106, State Road 809.

REQUEST FOR RELEASE OF R/W SR 40 MONTEREY DENIED

The Board received a request for the reconveyance of a strip of land 17 feet in width, previously obtained for the widening of the right of way for Section 3621 State Road 40, through Monterey Village, Silver Springs, Marion County. Following a full study of the location of said strip of land, and in consideration of the serious need for maximum right of way in this location, the Board declined to grant the request.

R/W IN DESOTO COUNTY RETURNED TO C. W. PEARCE

The Board received a request of C. W. Pearce for the reconveyance of a tract of land in DeSoto County which was secured for right of way purposes, by donation, and is no longer needed for this purpose.

On motion of Mr. Nelson, seconded by Mr. Drake, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of the State Road Department be and they are hereby authorized to execute and deliver to C. W. Pearce a quit claim deed covering the property conveyed to the Department by him and his wife by deed dated February 7, 1949, State Road Department Deed 34, for Section 0406-201, State Road 72, DeSoto County.

R/W FOR BORROW PIT, SR 500, BREVARD COUNTY, RETURNED TO SUCCESSOR IN TITLE

The Board received a request for the release of property acquired in 1926 for use as a borrow pit on the Melbourne-Kissimmee Road, now Section 7005, State Road 55, the property having been exhausted of usable material and being of no further value to the Department.

On motion of Mr. Drake, seconded by Mr. Barber, the following resolution was adopted:

BE IT RESOLVED by the State Road Department of Florida that the Chairman and Secretary be and they are hereby authorized to execute and deliver to Orlando Livestock Company, a Florida Corporation, a quit claim deed covering the 3-acre tract lying in the SE¼ of the NW¼ of Section 34, Township 27 South, Range 35 East, Brevard County, Florida.

BROWARD COUNTY ASKS RELEASE OF PART OF R/W STATE ROAD 5

The Board received a resolution from the Board of County Commissioners of Broward County requesting the Department to release certain right of way obtained for State Road 5 (formerly State Road 4) in Block 31 of Pinehurst, a subdivision of said County, by reconveyance to the former owners, because such land is apparently not needed for right of way purposes. The request was referred to the Member from that District and to the Engineer for study and recommendation.

REQUEST TO CONTINUE WAYSIDE PARK

The Board received a resolution from the State Association of County Commissioners, in annual session, commending the Department for its splendid work in the establish-

ment and construction of the wayside parks along the public highways in the State of Florida, and urging the Department to continue its wayside park program, because of its great worth to the citizens and guests of the State.

QUESTION OF ADDITIONAL BRIDGE CONNECTION BETWEEN PINELLAS AND HILLSBOROUGH COUNTIES

A resolution was received from the Board of County Commissioners of Hillsborough County asking the Department to give study to the matter of enlarging or increasing the bridge traffic facilities between Hillsborough and Pinellas Counties, leaving the solution of the problem to the sound discretion of the Department.

DELEGATIONS AND REQUESTS

Alachua County

Senator W. A. Shands was present to represent Alachua County. He said he came to express appreciation to the Board for what they were doing, and asks them to keep all the projects in the budget and keep them going. He spoke especially in behalf of the Ninth Street Drainage Project and was advised by the Chairman that it was in the budget and that Mr. Reynolds would go down and check it over.

Broward County

S. C. Fox, Chairman, R. T. Gallion, C. B. Smith, Tony Salvino and William Groene, Members of the Board of County Commissioners, and John Lloyd, County Attorney, were present from Broward County. Mr. Lloyd spoke in behalf of the request made by resolution of the Board of County Commis-

sioners, that the Department take over for maintenance the three bridges across the Intercoastal Waterway—at Deerfield Beach Road, the Pompano Beach Road and the Oakland Park Beach Road. His second request was that the Department approve a site of 20 acres for the Department's maintenance yard and convict camp, so the County could secure the property. The third request was that the Department release a part of its right of way on Road 5 at Pompano Beach.

On motion of Mr. Barber and seconded by Mr. Nelson, the Board agreed to take all three requests for consideration, investigation and study, with a view to being able to take action on all three, if possible, at the next meeting.

Duval County

The delegation from Duval County included the following: Senator John E. Matthews, Representative Mabry Carlton, J. F.

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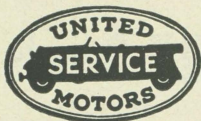
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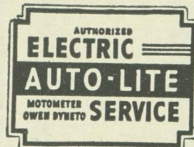
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Hammond, Chairman, E. I. Acosta, Member of Board of County Commissioners, A. N. Sollee, County Engineer, Ernest Haseldon, City Commissioner, and W. E. Sheddan, City Engineering Consultant.

Senator Matthews urged the Road Board to push the program as set up in the budget as much as possible. Mr. Hammond welcomed the Board and other Department personnel to Jacksonville and said he was glad to have the meet there.

Hamilton, Lafayette and Suwannee Counties

Senator G. Warren Sanchez was present and thanked the Board for all that has been put in the budget for his district, and pledged his help in any way possible.

In connection with the request before the Department for the designation of the route from Jasper via Live Oak, Branford and Old Town to the mouth of the Suwannee River in honor of Stephen Foster, the Senator suggested that it be given the name "Stephen Foster Highway."

Senator Sanchez spoke of the contract for the road at the tobacco warehouse at Live Oak and asked it include two more streets, inasmuch as the contract price was eleven thousand dollars less than the amount set up for this project.

Monroe County

Representative Bernie Papy and County Attorney Wm. V. Albury were present from Monroe County and were joined by Chairman Anthony Dermerritt and Manager Brooks Bateman, of the Overseas Road and Toll Bridge District.

Mr. Papy asked that the funds appearing in the 1950 budget allocated to Roosevelt Boulevard in Key West be withdrawn from this project and be set up for Flagler Avenue, since Roosevelt Boulevard is a part of the main highway and they felt it should be provided for from the regular highway funds.

On motion of Mr. Barber, seconded by Mr. Drake, this transfer of funds was agreed to by the Board.

REQUEST FOR LOWERING OF
CULVERT ON ROAD 44 TO DRAIN POND
ON PRIVATE PROPERTY

Mr. Drake presented to the Board the request of a property owner on Road 44 between Leesburg and Sumpter County line, that a culvert pipe be located two feet in order that it might be used to drain a pond on his property. Following some discussion, on motion of Mr. Drake, seconded by Mr. Nelson, the Board agreed to grant this request, provided the property owner will pay all costs involved in the lowering of the culvert and the widening and extending of the drainage ditch as may be found necessary by the Engineer, all construction to meet the minimum standard requirements of the Bureau of Public Roads.

INVITATION TO HOLD MEETING IN
CLEARWATER

A resolution from the Board of County Commissioners of Pinellas County was received, which invited the Road Board to hold its July meeting in Clearwater, county seat of said county.

On motion of Mr. Nelson, seconded by Mr. Drake, the Board authorized the Chairman to make all necessary arrangements for a meeting to be held in Clearwater, and to set the date therefor.

DATE OF NEXT MEETING—
ADJOURNMENT

All business having been completed, on motion of Mr. Nelson, seconded by Mr. Barber, it was agreed to hold the next meeting in Pensacola, on May 8, and the meeting was adjourned.

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Mr. Henry N. Camp of Ocala, Florida, died on Tuesday, April 18. Mr. Camp was president of the Florida Crushed Stone Company and one of Florida's leading businessmen.

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